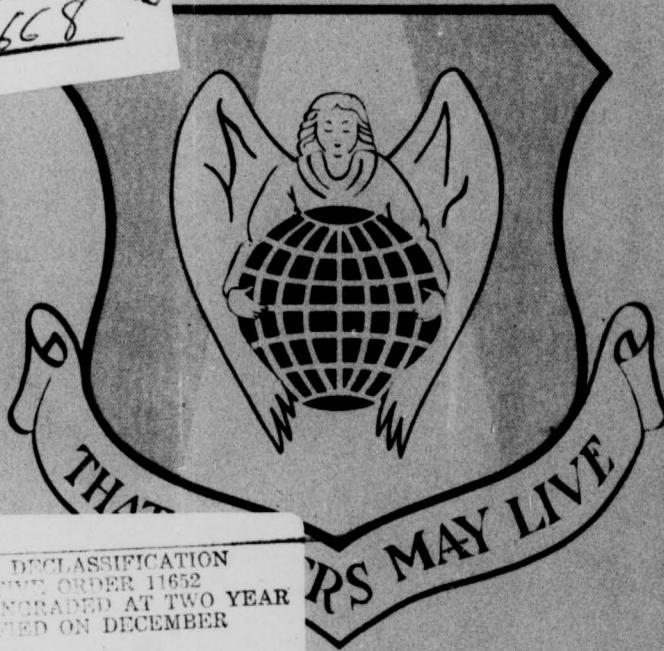


DECLASSIFIED

HISTORY of the AIR RESCUE SERVICE



SMITH



CLASSIFIED BY SUBJECT TO ONGOING DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DEGRADED AT TWO YEAR INTERVALS DECLASSIFIED ON DECEMBER

81, 1973

1 January - 31 December 1965

VOLUME XL - SUPPORTING DOCUMENTS

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Hq ARRS
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ARSH-65

HISTORY OF THE AIR RESCUE SERVICE

1 January - 31 December 1965

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31, 1973

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HISTORY

OF

38TH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

TAN SON NHUT AB, REPUBLIC OF VIET NAM

1 JULY - 30 SEPTEMBER 1965

RCS: AU-D5 (ARS)

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Steven C. Stefanos
STEVEN C. STEFANOS
Captain, USAF
Historian

Donald F. Karschner
DONALD F. KARSCHNER
Lt Col, USAF
Commander



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1. Unit: 38th Air Rescue Squadron. Reactivated 1 July 1965. Formally Detachment 3, Pacific Air Rescue Center. (U)

2. (U) Period of History: 1 July 1965 to 30 September 1965.

3. (U) Stations: 38th Air Rescue Squadron, Tan Son Nhut AB, RVN
Detachment 1, 38th Air Rescue Squadron, Nakhon Phanom AB, Thailand
Detachment 2, 38th Air Rescue Squadron, Takhli AB, Thailand
Detachment 3, 38th Air Rescue Squadron, Ubon AB, Thailand
Detachment 4, 38th Air Rescue Squadron, Korat AB, Thailand
Detachment 5, 38th Air Rescue Squadron, Udon AB, Thailand
Detachment 6, 38th Air Rescue Squadron, Bien Hoa, AB, RVN
Detachment 7, 38th Air Rescue Squadron, DaNang AB, RVN

4. (U) Assignment:

a. 38th ARS: Operational Control, Pacific Air Rescue Center and 2nd Air Division, Base Commander having operational control of LBR, Adminstrative Control, Pacific Air Rescue Center.

b. Det 1, 38th ARS: Operational Control, 38th ARS, Dep Comdr 2nd AD, Thailand, Adminstrative Control, 38th ARS. Logistical Support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

c. Det 2, 38th ARS: Operational Control, 38th ARS, and Base Commander having operational control of LBR, Adminstrative Control, 38th ARS, Logistical Support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

d. Det 3, 38th ARS: Operational Control, 38th ARS and Base Commander having operational control of LBR. Adminstrative Control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

e. Det 4, 38th ARS: Operational Control, 38th ARS and Base Commander having operational control of LBR. Adminstrative control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

f. Det 5, 38th ARS: Operational Control 38th ARS, Dep Comdr 2nd AD, Thailand, Base Commander having operation control of LBR. HH-43B Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. Fixed wing support from parent units and 6232 Combat Support Group.

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g. Det 6, 38th ARS: Operational Control 38th ARS, Base Commander having operational control of LBR. Administrative Control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

h. Det 7, 38th ARS: Operational Control 38th ARS, Base Commander having operational control of LBR. Administrative control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. Fixed wing support from parent units.

5. (U) Commander: Lt Colonel Edward Kafka, FR6783

6. (U) Mission:

a. Search and rescue advisor to 2nd Air Division in the exercise of operational control and coordination of forces committed to or participating in search and rescue (SAR) operations in Southeast Asia (SEA).

b. Provide the Air Force component for continuous operations of the 2nd Air Division Search and Rescue Center.

c. Provide command jurisdiction, personnel, administrative support and technical supervision for local base rescue detachments.

d. Advise and assist the Vietnamese Air Force (VNAF) in the conduct of SAR involving national forces.

e. Advance doctrine and concept for SAR planning in a COIN environment and for SAR planning in support of current/programmed operations and contingency plans.

7. (S) Operations:

a. During this reporting period SAR aircrew recovery capabilities were greatly enhanced by the acquisition of two CH-3C helicopters, which arrived in SEA on 3 July 1965, along with TDY personnel from TAC. They are presently operating at Detachment 1, 38th ARS, Nakhon Phanon AB, Thailand. They are daily prepositioned at forward locations. Their higher endurance over the HH-43B permits their being placed on airborne alert in the proximity of high risk missions during target times. Also during this reporting period a Local Base Rescue Detachment was activated at Tan Son Nhut Afld, RVN, on 15 August 1965. It is comprised of three HH-43B helicopters and is presently composed of TDY personnel.

b. Due to lack of rescue helicopters in South Vietnam, aircrew recovery missions, with the exception of the DaNang and Saigon areas, were prosecuted utilizing US army and VNAF helicopters. This situation will be alleviated in the immediate future with the activation of Det 9 at Pleiku Airport, RVN, and Det 10 at Bien Thuy AB, RVN, on 1 October 1965. Det Provisional First at Cam Ranh Bay on 10 October 1965.

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c. Combat Mission Narratives:

(1) (U) Det 6 - 446 - 20 Jul 65. An F-100 pilot bailed out at night in heavy rain over unsecure territory of South Vietnam. Two HH-43F helicopters scrambled from Bien Hoa, and picked up the downed pilots URT 21 beeper signal immediately upon take off. Due to low visibility and erratic homing needle swing, the helicopters conducted search for the survivor at 25 feet utilizing floodlights and landing lights. Helicopters were under sporadic tracer fire during the search. The pilot was located, and returned to Bien Hoa uninjured.

(2) (S) 38-664-3 Jul 65. An F-105 pilot, Capt Kenneth R. Johnson, discovered he had a severe shortage of fuel enroute to a strike in North Vietnam. He immediately jettisoned his external stores and started heading for friendly territory. He contacted the HC-54 on precautionary orbit, which in turn advised the control center to scramble helicopters from Udorn AB, Thailand. The F-105 ran out of fuel while over Laos, and the pilot made a successful bailout. He landed in high trees and was dangling in his harness 50 feet above the ground. He had suffered a broken arm. When the helicopters arrived on the scene a rescue from above was attempted. Due to heavy foliage the pararescue man was suspended in the horsecollar 100 feet below the helicopter and for ten minutes tried to chop away the vines and branches above the survivor. It soon became apparent that this approach would not work. The helicopter then landed approximately $\frac{1}{2}$ of a mile from the survivor. The pararescue man walked to the site and the helicopter lowered the hoist to him. The pararescue man was hoisted up to the survivor, and tied the survivor to him utilizing a nylon rope. He then cut the parachute shroud lines, and the helicopter climbed vertically for 150 feet, then flew at 20 knots to the clearing with the two men dangling 75 feet below the helicopter. After the recovery of the two into the helicopter an uneventful flight to home base followed. The helicopter aircraft commander was Capt David E. Allen.

(3) (S) 38-744-24 Jul 65. A Navy A-6A was shot down over Laos, the crew, Lt Cmdr Richard P Bordone, and Lt Jg Peter F. Moffett, made a successful ejection. An F-105 that was searching for the downed navy crew developed engine trouble and had to bail out within 25 miles of the first incident. Marine helicopters that were prepositioned for search and rescue operations at Quang Tri, RVN and USAF HH-43 helicopters from Nakhon Phanon, Thailand were launched to effect recovery of survivors. In spite of low visibility and marginal reception of beacon signals all crew members were located and recovered. The Marine helicopters rescued the two Navy pilots. Capt Thomas J. Curtis who was the pilot of the HH-43 helicopter picked up Major William J. McClelland, the F-105 pilot.

(4) (S) 38-754-27 Jul 65. Four F-105 aircraft were downed while flying against surface to air missile sites in North Vietnam. Of the four downed aircraft only one chute was reported. A CH-3C helicopter

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which was prepositioned at a forward site in Laos was launched to recover survivors. It entered the same area where the four aircraft had been downed, approximately 40 miles west of Hanoi, and was led to the downed pilot by RESCAP aircraft. The survivor was on a heavily wooded slope and marked his position with red smoke. The helicopter was forced to hover at approximately 80 feet above the pilot due to the high trees. After the pilot had put on the hoist harness and was raised 10 feet a hoist malfunction occurred. The crew was unable to lift the pilot the remaining 70 feet manually. The crew decided a landing would have to be made in order to rescue the survivor, so they flew to a rice paddy $\frac{1}{2}$ mile away with the survivor dangling 70 feet below the helicopter. Immediately after landing and recovering the survivor the helicopter came under automatic weapons fire and received 3 hits, one of which missed the fuel tanks by 6 inches. The remainder of the return journey was uneventful. CH-3C aircraft commander was Capt George C. Martin, and rescued F-105 pilot was Capt Frank Tullo.

(5) (S) 38-761-28 Jul 65. A USN A-4E was downed over Laos. Two HH-43 helicopters were scrambled from Nakhon Phanon to make the pickup. The downed pilot was located by A-1E RESCAP aircraft which led the helicopters to the scene. The A-1E aircraft had to conduct continuing attacks against hostile troops that were attempting to reach the downed pilot. As the helicopter moved in for the pickup the A-1E's laid down covering fire. The survivor was located on the side of a hill, and in order for the helicopter to maneuver over the pilot to effect the pickup it was necessary to have the blades come within inches of the side of the mountain. The pickup was successful and an uneventful flight back to Nakhon Phanon, Thailand followed. The aircraft commander of the HH-43 making the pickup was 1Lt Walter F Turk, and the survivor was LT JG Townsend R. Grant.

(6) (U) 38-814-11 Aug 65. An HU-16 on precautionary orbit over the Gulf of Tonkin received a call on guard channel from an F-105 that was hit coming off a strike in North Vietnam. The F-105 pilot declared he was going to bail out. The HU-16 requested a homing steer from the distressed aircraft's wingman, and as he turned to the heading, made a visual sighting on the descending parachute. The HU-16 jettisoned wing tanks and was on final approach as the survivor landed in the water. The pickup was made approximately 14 miles off the shore of North Vietnam. The HU-16 aircraft commander, Major Frederick C. Wismer, made a normal water take off and delivered the survivor, to DaNang AB, RVN.

(7) (U) 38-822-13 Aug 65. Lt Robert J Hyland, USNR, was piloting an A-1H which was hit by flak over North Vietnam. His wingman contacted the HU-16 on precautionary orbit and advised it of the impending bailout. The A-1H was able to make the coast and the pilot bailed out over the sea. His wingman directed the HU-16 to the incident site. The HU-16 made a water landing, recovered the survivor, and delivered him to DaNang AB, RVN. The HU-16 aircraft commander was Capt Richard F. Reichardt.

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(8) (S) 38-860-24 Aug 65. Major Dean Andrew Pogreba was flying an F-105 which was hit immediately prior to bomb release while running on a target in North Vietnam. He bailed out a short distance from the target and hid in a fallen tree as he had heard the voices of people searching for him. A-1E RESCAP aircraft arriving over him came under 37 MM AA fire, one A-1E was hit but made its home base safely. A CH-3C was scrambled and was directed to Maj Pogreba's position by the A-1E RESCAP aircraft that had visual contact with him. The CH-3C helicopter made a pickup from a 60 foot hover due to high trees. The CH-3C aircraft commander, Capt James Stambaugh, then made an uneventful flight to Udorn with the survivor.

(9) (S) 38-882-31 Aug 65. Capt William Henry Bollenger, was making a bomb run on a target in North Vietnam when his F-105 was hit. He was able to fly over one mountain ridge and ejected. HH-43's were scrambled from a forward site in Laos upon notification of the downing. While the helicopters were on the way A-1E RESCAP aircraft had located the survivors position in a heavily wooded area with trees 125 feet high. As the helicopter hovered and lowered the hoist several groups of people were seen running toward the pickup area. The A-1E's fired warning rockets which discouraged further approaches. Two men were also seen about 100 yards from the hovering helicopter, the copilot fired his M-16 almost continuously during the recovery to protect the survivor as he was being hoisted into the helicopter. The survivor was returned to Udorn AB, Thailand. He had slight lacerations which he incurred when his head struck a tree branch during landing. The HH-43 aircraft commander was Capt David E. Allen.

(10) (U) 38-899-6 Sep 65. An F-105 pilot was forced to eject off the shore of North Vietnam. His wingman reported this to the orbiting HU-16 which proceeded to the incident area. The pilot was located and picked up following a water landing by the HU-16. The survivor, Capt John T. Clark, was returned to DaNang AB, RVN. The HU-16 aircraft commander was Capt John R. Holm.

(11) (U) 38-902-6 Sep 65. Lt James L. Burton was forced to eject from his A4 10 miles off the coast of North Vietnam. His wingman reported the successful bailout to an HU-16 orbiting in the vicinity. Fourteen minutes after the bailout, the HU-16 was making a water landing, and shortly thereafter picked up the uninjured survivor. The aircraft commander of the HU-16, Capt Mansel E. Nicholas, returned the survivor to DaNang AB, RVN.

(12) (U) 38-918-10 Sep 65. An OLF aircraft crewed by Capt Pepe and Sgt Jackson was downed over unsecure territory in South Vietnam. Two HH-43 helicopters were launched from DaNang AB, RVN and directed to the incident site by the downed aircraft's wingman. Due to high trees the helicopters used their maximum hoist capability to effect the rescue. Each helicopter picked up one survivor, and took them to Cam Duc. The aircraft commander of the HH-43's were Capt Lockhart, and Capt Purvine,

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Para 7C: 18, Mission 38ARS-950-20 Sep 65. The HC-54 on precautionary orbit was informed of the successful bail out of an F-105 pilot over North Vietnam. Two HH-43 helicopters were scrambled from Nakhon Phanom, Thailand along with two A1E's RESCAP aircraft from Udon AB, Thailand. The HC-54 picked up the downed pilots beeper as the HH-43's and RESCAP were enroute to the incident site. The A1E's made low passes over the bail out area in an attempt to establish voice or visual contact with the survivor. They experienced no ground fire and felt they had the area the pilot was down pinpointed. Soon after this, ground activity in the area increased. Troop movement was noted in adjacent areas and ground fire commenced, resulting in minor damage to one of the A1E's. Shortly after this red smoke was spotted, and one of the HH-43 helicopters proceeded in accompanied by A1E's. Visual contact was made with the downed pilot, when suddenly ground fire broke loose from all around the survivor's position. The HH-43 crashed while attempting to make a pickup. Hostile fire is thought to have been the cause of the crash. The second HH-43 that had been orbiting short of the pick up site immediately proceeded toward the crash scene. The helicopter crew jettisoned the internal auxiliary fuel tank to make room for survivors. They encountered ground fire enroute to the area and spotted the helicopter wreckage which seemed fairly well intact, on the first pass. As the helicopter positioned itself for a suitable approach to the pickup area it was under continuous ground fire and as it came to a hover 50 feet above the wreckage a massive and continuous barrage of automatic weapons fire erupted around the helicopter. A white pin flare was also observed at this time although no survivors were spotted. The helicopter was taking a series of hits at this time and initiated an immediate take off. Continual heavy fire was received for the next three minutes. The pararescue man was hit on his flak vest by flying debris but did not suffer any injury. Fuel was now running into the aft section of the cabin; however, the helicopter was able to return to Nakhon Phanom without further incident. The CAP aircraft remained on scene until darkness and reported vehicles and personnel moving into the area. The mission was suspended because of the high probability of additional hostile defense buildup which would make the area impenetrable for search and recovery forces the following day. The crew of the downed helicopter was Captain Thomas J. Curtis, 1st Lt Duane W. Martin, A1C William A. Robinson, A3C Arthur M. Black. The pilot of the second helicopter was Capt Richard A. Laine.
PARA 7D. Types and Nr of ARS acft lost: one HH-43B. ARS Men Wia Kia or
Mia: 4 Mia.

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(13) (u) 38-919-10 Sep 65. Capt Paul V. Graybill Jr, was piloting an A-1E engaged in a search for a downed navy A4E over North Vietnam when his aircraft was hit by ground fire. Capt Graybill headed his aircraft, which was streaming smoke, out to sea. The HU-16 which was directing the rescue operation for the ALE turned on scene command of the search over to an HC-54 which was in the area, and proceeded to escort the distressed ALE. The ALE made the sea and started down to ditch, with the HU-16 following it down. The HU-16 was able to pick the pilot up almost immediately and the uninjured survivor was returned to DaNang AB, RVN. The HU-16 aircraft commander was Capt Martin D. Vatis.

(14) (U) 38-943-17 Sep 65. A Vietnamese H-34 helicopter was reported downed 18 miles from Tan Son Nhut AB, RVN. Two HH-43 helicopters were scrambled from Bien Hoa AB, RVN along with armed HU-1B's which the Army launched from Tan Son Nhut AB. Upon arriving over the scene, one HH-43 and the armed HU-1B's went in for a low pass to evaluate the situation. Ground fire was encountered, and the second HU-1B received minor damage. On the next pass the HH-43 orbited over the crash, while the HU-1B's flew circles around it. A figure ran out of the trees and waved at the helicopter, as he appeared to be wearing a flying suit the HH-43 landed and motioned him to get into the helicopter. With the survivor on board, the HH-43 took off as the HU-1B's fired rockets and tracers into the surrounding woods. The Vietnamese pilot was badly burned and showed signs of shock, but was able to communicate that he was the only survivor of the crash. The survivor, Lt Cao Dang An, was taken to the hospital at Tan Son Nhut AB, RVN by the HH-43 aircraft commander Capt Darvan E. Cook.

(15) (S) 38-954-21 Sep 65. Capt Frederick R. Greenwood bailed out of his F-105 while on a mission over North Vietnam. A CH-30 at Nakhon Phanon AB, Thailand was launched to make the recovery. The pilots location was pointed out to the helicopter by a F-105 that was flying RESCAP. The pilot was not visible, however two pen flares that he fired were observed. As the helicopters flew in, it came under ground fire which continued throughout the pickup. The helicopter hovered next to a verticle wall of solid rock which extended around three sides of it. The survivor was perched on a small ledge and Capt George C. Martin was able to position the helicopter above the survivor and effect a hoist pickup of the downed pilot, who had a broken ankle. The helicopter received two hits during the rescue, but there were no personnel casualties. The survivor was taken to Nakhon Phanon AB, Thailand.

(16) (U) 38-959-22 Sep 65. Capt N. V. Tuong of the Vietnamese Air Force was forced to bail out following a strike over North Vietnam. An HU-16 on orbit received the distress call and proceeded to the bail out scene, approximately two miles off the coast of North Vietnam. Aircraft capping the pilot were able to lead the HU-16 directly to him. The HU-16 immediately landed and recovered the downed Vietnamese pilot. While taking off approximately 12 large shells were reported to have exploded in the wake of the HU-16, however no damage was incurred. The survivor was taken to DaNang AB, RVN. The HU-16 aircraft commander was Capt David K. Richardson.

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(17) (U) 38-968-24 Sep 65. Capt Jack D. Graves and 1Lt Wylie E. Nolan were the crew members of a F4C who were forced to eject over the Gulf of Tonkin following a mission in North Vietnam. The wingman informed the HU-16 on precautionary orbit of the incident. When the HU-16 reached the search area it was able to pin point the position of the survivors by the flashes from their signaling mirrors. They were about 100 yards apart and two miles off shore. As the HU-16 landed shore batteries began firing at them. The RESCAP aircraft began strafing the shore batteries in an attempt to suppress their fire, however the shells impacted closer and closer to the HU-16, and by the time the second survivor was on board the shells were impacting as close as 30 feet from the aircraft. A successful takeoff and routine flight to DaNang followed.

d. Flying Activities for Missions Listed in Paragraph 7c. (S)

MISSIONS	NUMBER OF SORTIES	OBJECTIVES	TYPES AND NR OF ARS AFOT LOST	ARS MEN WIA KIA OR MIA
17	214	26	ONE HH-43B <i>None</i>	4 MIA* <i>None</i>

8. Key Personnel Assigned: (U) 38th Air Rescue Squadron

a. Lt Col Edward Krafka	Squadron Commander
b. Lt Col James L. Blackburn	Operations Staff Officer
c. Lt Col Archie R. Taylor	Operations Staff Officer
d. Rex H. Dillingham, Capt	Flight Surgeon
e. 1st Lt James R. Haug	Supply Officer
f. CWO W-4 Earl A. Wilson Jr.	Administrative Services Officer
g. CMSGT Arthur C. Chambers	Maintenance Supervisor
h. SMSGT Alton R. Mangum Sr.	Inventory Mgmt Supervisor
i. MSGT Roy L. Malone	NCOIC Personnel/Admin

Det 1, 38 ARS: All TDY personnel

Det 2, 38 ARS: Capt Joseph P McMonicle Detachment Commander

Det 3, 38 ARS: Capt William F. Cunningham Jr Detachment Commander
Capt George H. Church Ops and Tng Officer

Det 4, 38 ARS: Capt Harold D. Salem Detachment Commander

Det 5, 38 ARS: Capt David E. Allen Detachment Commander

Det 6, 38 ARS: Major William T. Hayes Detachment Commander

Det 7, 38 ARS: Major Ronald L. Ingraham Detachment Commander

* SEE LTR FILED IN FRONT OF THIS HISTORY

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Para 8h. The following depicts the authorized versus assigned of the organization as of 30 Sep 65. (C)

	Officers Auth	Officers Assg	Warrant Officers Auth	Warrant Officers Assg	Airmen Auth	Airmen Assg
38 ARS, Tan Son Nhut AB, RVN	15	9(7 TDY)	0	1	19	18(22 TDY)
Det 1, 38 ARS, Nakhon Phanom AB, Thailand	25	9 TDY	0	0	60	26 TDY
Det 2, 38 ARS, Takhli AB, Thailand	6	5 TDY	0	0	13	9
Det 3, 38th ARS, Ubon AB, Thailand	6	5 TDY	0	0	13	11(2 TDY)
Det 4, 38 ARS, Korat AB, Thailand	6	4 TDY	0	0	13	16(2 TDY)
Det 5, 38 ARS, Udorn AB, Thailand	6	21 TDY	0	0	13	21(34 TDY)
Det 6, 38 ARS, Bien Hoa AB, RVN	9	9	0	0	28	26
Det 7, 38 ARS, Danang AB, RVN	21	9(14 TDY)	0	0	52	26(25 TDY)
TOTAL	94	27(65 TDY)	0	1	211	127(111 TDY)

9. Equipment: (S)

- a. 38 ARS, Tan Son Nhut AB, RVN
3 HH-43B Helicopters
- b. Det 1, 38 ARS Nakhon Phanom AB, Thailand
2 HH-43B Helicopters
2 HH-43F Helicopters
2 CH-3C Helicopters
- c. Det 2, 38 ARS, Takhli AB, Thailand
2 HH-43B Helicopters

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- d. Det 3, 38th ARS, Ubon AB, Thailand
 - (1) 3 HH-43B helicopters
 - e. Det 4, 38th ARS, Korat AB, Thailand
 - (1) 2 HH-43B helicopters
 - f. Det 5, 38th ARS, Udorn AB, Thailand
 - (1) 4 HH-43B helicopters
 - (2) 4 HO-54 aircraft
 - g. Det 6, 38th ARS, Bien Hoa AB, RVN
 - (1) 3 HH-43B helicopters
 - h. Det 7, 38th ARS, DaNang AB, RVN
 - (1) 3 HH-43F helicopters
 - (2) 4 HU-16 amphibious aircraft
10. Additional Data and Remarks:
11. Appendices: Table 1. SAR Activity in SEA
12. Documentation: There are two special orders attached: MATS SO G-81, 25 Jun 65 and 38 ARS SO 1, 1 Jul 65.

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SAR ACTIVITY IN SEA

	38 ARS	SEPTEMBER			AUGUST			JULY		
		Missions	Recoveries	Saves	Missions	Recoveries	Saves	Missions	Recoveries	Saves
CONFIDENTIAL	Helo Sect	76	0	0	27	0	0	-	-	-
CONFIDENTIAL	Det 1	8	1	2	10	5	1	8	14	9
CONFIDENTIAL	Det 2	146	1	0	157	1	1	118	0	0
CONFIDENTIAL	Det 3	154	0	0	96	0	0	84	0	0
CONFIDENTIAL	Det 4	88	1	0	151	3	0	184	0	0
CONFIDENTIAL	Det 5	21	2	1	7	1	1	8	1	1
CONFIDENTIAL	Det 6	202	8	3	156	9	0	147	1	1
CONFIDENTIAL	Det 7	64	13	7	65	16	0	69	0	0
	TOTALS	847	32	19	777	27	5	736	17	12

SUMMARY FOR THREE MONTH PERIOD:

Total Missions: 2360
Total Recoveries: 86
Total Saves 36
Total Sorties: 4,004
Total Flying Hours: 5,487

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HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
SCOTT AIR FORCE BASE, ILLINOIS

SPECIAL ORDER
G-81

25 June 1965

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1. Para 2, SO G-71, Hq MATS, 14 Jun 65, which designates and organizes Air Rescue Service detachments of Hq Pacific Air Rescue Center, is rescinded.

2. The following detachments are discontinued at locations indicated effective 1 Jul 65: UNIT LOCATION

Det 3, Pacific Air Rescue Center Tan Son Nhut Afld, Viet Nam

Det 4, Pacific Air Rescue Center Bien Hoa AB, Viet Nam

Det 5, Pacific Air Rescue Center Da Nang Aprt, Viet Nam

Personnel will be reassigned in accordance with AFMs 35-11/39-11. Organizational records will be disposed of in accordance with AFM 181-5. Organizational funds will be disposed of in accordance with AFR 176-2. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

3. The 38 Air Rescue Sq having been activated and assigned to MATS is organized at Tan Son Nhut Afld, Viet Nam, under appropriate UMDs within current command grade and space authorizations, and assigned to Hq ARS, effective 1 Jul 65. Unit kind and level code is 2215. MATS ADP Code "6" is P4380000. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Equipment will be authorized in accordance with Volume IV, AFM 67-1. Unit is funded by appropriation. Initial morning report will be prepared in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: Msg CONFIDENTIAL AFOMOAA 83323 and AFM 26-2.

4. The following detachments of the 38 Air Rescue Sq are designated and organized at locations indicated, effective 1 Jul 65:

<u>UNIT</u>	<u>LOCATION</u>	<u>MATS ADP CODE "6"</u>
Det 1, 38 Air Rescue Sq	Nakhon Phanom Aprt, Thailand	P4380100
Det 2, 38 Air Rescue Sq	Takhli AB, Thailand	P4380200
Det 3, 38 Air Rescue Sq	Ubon Afld, Thailand	P4380300
Det 4, 38 Air Rescue Sq	Korat RSI, Thailand	P4380400
Det 5, 38 Air Rescue Sq	Udorn AFD, Thailand	P4380500
Det 6, 38 Air Rescue Sq	Bien Hoa AB, Viet Nam	P4380600
Det 7, 38 Air Rescue Sq	Da Nang Aprt, Viet Nam	P4380700

Unit Kind and Level Code is 2215. Manpower authorization will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Detachments are funded by appropriation. Equipment will be authorized in accordance with AFM 67-1. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

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SO G-81, Hq MATS, USAF, Scott AFB, Ill

25 June 1965

(Cont'd)

⑤ Det 6, Pacific Air Rescue Center is designated and organized at Kung
Kuan AB, CHNRE, effective 1 Jul 65. Unit Kind and Level Code is 2274.
MATS ADP Code is P4850600. Manpower authorization will be in accordance
with AFMs 35-11/39-11. Detachment is funded by appropriation. Equip-
ment will be authorized in accordance with AFM 67-1. Morning Report
entries will be made in accordance with AFM 171-6. Action will be re-
ported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER

W. J. Atkins
W. J. ATKINS
Colonel, USAF
Director of Administrative Services

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MAMMEE, MAMSS, MAODC,
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MAXWP)
- 3 - (MAMSSEP)
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- 12 - (MAXMO)
- 30 - ARS
- 12 - AWS
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- 2 - Comdr, Each Base Concerned
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- 2 - AFLC (MCSEM, MCSDC)
- 2 - ARRC, 3800 York St, Denver, Colo
- 2 - 1405 Aeromed Trnsp Wg; 1254 Air
Trnsp Wg (PER); 1707 Air Trnsp
Wg; 1254 Air Trnsp Wg
- 1 - Res and Coord Sec, Ref Svc Br,
MPRC, St Louis, Mo
- 1 - Resident Auditor, Bldg 150
Scott AFB, Ill

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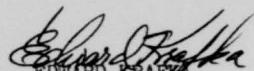
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38TH AIR RESCUE SQUADRON
AIR RESCUE SERVICE (MATS)
United States Air Force
APO, San Francisco 96307

SPECIAL ORDER
1

1 July 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes
command of the 38th Air Rescue Squadron.



EDWARD KRAFKA
Lt Col., USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307



REPLY TO:
ATTN OF: 38 ARRS Unit Historian

SUBJECT: Unit History Jul-Sep 65

TO: Hq ARRS (ARCOI)

1. The enclosed attachments are to be incorporated into subject history.

a. Attachment 1 will be inserted following page six

b. Attachment 2 replaces page 9

c. Make the following changes to para 7d:

1. Types and number of ARS Acft lost: one HH-43B

2. ARS Men Wia, Kia, or Mia: 4 Mia

FOR THE COMMANDER

Moe Birnbaum
MOE BIRNBAUM, Capt, USAF
Unit Historian

2 Atch a/s

GROUP 4

Downgraded at 3 year intervals;
Declassified after 12 years.

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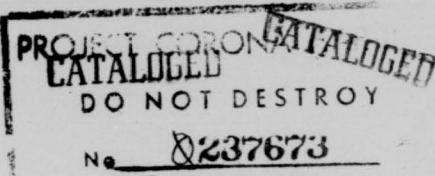
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HISTORY

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OF
38TH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

TAN SON NHUT AB, REPUBLIC OF VIETNAM

1 OCTOBER - 31 DECEMBER 1965

RCS: AU-D5 (ARS)

Moe Birnbaum
MOE BIRNBAUM
Captain, USAF
Historian

Arthur W. Beall
ARTHUR W. BEALL
Col, USAF
Commander

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1. UNIT (U): 38TH AIR RESCUE SQUADRON
2. PERIOD OF HISTORY: (U) 1 OCTOBER 1965 TO 31 DECEMBER 1965.
3. STATIONS: (U)

38th Air Rescue Squadron, Tan Son Nhut AB, RVN
Detachment 1, 38th Air Rescue Squadron, Nakhon Phanom AB, Thailand
Detachment 2, 38th Air Rescue Squadron, Takhli AB, Thailand
Detachment 3, 38th Air Rescue Squadron, Ubon AB, Thailand
Detachment 4, 38th Air Rescue Squadron, Korat AB, Thailand
Detachment 5, 38th Air Rescue Squadron, Udorn AB, Thailand
Detachment 6, 38th Air Rescue Squadron, Bien Hoa AB, RVN
Detachment 7, 38th Air Rescue Squadron, Danang AB, RVN
Detachment 9, 38th Air Rescue Squadron, Pleiku AB, RVN, Designated 1 Oct 65 ¹
Detachment 10, 38th Air Rescue Squadron, Bien Thuy AB, RVN, Designated 1 Oct 65 ²
Detachment Provisional First, 38th Air Rescue Squadron, Cam Ranh Bay AB, RVN,
Designated 10 Oct 65 ³

4. ASSIGNMENT:(U)

a. 38th ARS; Operational control 2nd Air Division, Base Commander having operational control of LBR, Administrative control, Pacific Air Rescue Center. Logistical support FB 5269, 6250th Combat Support Group.

b. Detachment 1, 38th ARS; Operational control, 38 ARS and Deputy Commander 2nd Air Division, Thailand; Administrative control, 38th ARS; Logistical support FB 5210, 6332 Combat Support Group.

c. Detachment 2, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5265, 6235 Combat Support Group.

d. Detachment 3, 38th ARS; Operational control, 38th ARS, and Base Commander has Operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5219, 6233 Combat Support Group.

e. Detachment 4, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5264, 6234 Combat Support Group.

f. Detachment 5, 38th ARS; Operational control, 38th ARS and Deputy Commander 2nd Air Division, Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5210, 6332 Combat Support Group.

g. Detachment 6, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5243, 6251 Combat Support Group.

1 Atch 7
2 Atch 7
3 Atch 6

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h. Detachment 7, 38th ARS; Operation control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5243, 6251 Combat Support Group.

i. Detachment 9, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support, FB 5269, 6254 Combat Support Group.

j. Detachment 10, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5269, 6250 Combat Support Group.

k. Detachment Provisional First, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5275, 6254 Combat Support Group.

5. **COMMANDER:** (U) Col Arthur W. Beall, FR6797, assumed command on 18 Nov 65⁴ replacing Lt Col Donald F. Karschner, FR14149, who replaced Lt Col Edward Krafka, FR6783, on 16 Oct 65⁵.

6. **MISSION:** (U) To operate and maintain search and rescue equipment, to search for, locate, and recover personnel and/or aerospace hardware in support of the United States Air Force and other agencies' global air and space operations, including research and development. The geographic area of responsibility includes North Vietnam (DRV), South Vietnam (RVN), Laos, Thailand, and off shore waters.

7. a. **COMMUNICATIONS DANANG RCC:** (U) The communications capability of rescue in SEA has been greatly enhanced by the installation of single side band radio equipment at the RCC at Danang AB. This installation permits the RCC to follow missions, and to react immediately if the need to launch additional aircraft arises. In addition, they can be called by an aircraft experiencing maintenance difficulties and immediately take action to have the proper specialists and maintenance equipment meet the aircraft.

b. **COMMUNICATIONS JSARC:** (S) A second single side band radio was installed at the JSARC which serves a dual purpose. First, as a backup radio it assures continuous communications capability, and secondly it gives the JSARC the capability of working two frequencies simultaneously. The need for this capability became apparent when the JSARC was controlling a search mission in South Vietnam, and at the same time positioning forces for strikes out of country. The resulting high volume of radio traffic on a single frequency was detrimental to both operations.

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5 Atch 2

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c. SUPPLY: (U) The huge influx of aircraft and personnel overtaxed the single functioning Base Supply for the entire area, which was located at Tan Son Nhut AB. Lack of personnel and conversion to PCAM in supply records caused further complications. For a period of 25 days, no routine requests were processed. This caused a lack of spare parts at all detachments. Relief began in the month of December upon the arrival of AFLC personnel who reduced backlogs in every area of Base Supply. An increase in functional Base Supply accounts now allows 70 percent of the detachments to be directly supported by host Base Supplies. In addition, an increase of airlift support has reduced transportation time for parts shipment to the various operating locations. The benefits of these improvements became apparent during the later part of December with a lowered NORS and higher operational ready rate.

d. MAINTENANCE: (U) To better inform WRAMA, ARS, and PARC; maintenance began consolidating the ARS K-1 weekly helicopter status report. It is evident that this action has resulted in an increase in support to the 38th ARS.

e. MAINTENANCE SUPPORT. (U) Three technical representatives arrived to assist in HH-3C operations. These specialists worked with the 38th ARS maintenance personnel to insure a smooth transition in the use of this new weapons system.

f. EQUIPMENT: (S) The most significant gain in SAR capabilities during the reporting period came with the introduction of HH-3 helicopters in the theater. Six of these aircraft are stationed at Udorn AB, Thailand, and are prepositioned daily to forward sites. Additional HH-3 helicopters are programmed for arrival in SEA during April 1966. The arrival of HC-130 aircraft should take place on 1 Feb 1966. They will replace the HC-54's now being flown out of Udorn AB, Thailand.

g. DET 1: (U) There are presently no aircraft nor personnel assigned to this detachment.

h. DET PROV FIRST: (U) The detachment was designated and organized at Cam Ranh Bay AB, RVN, effective 10 Oct 65. Personnel arrived on station 20 Oct 65, and the unit became operational on that date. This unit has constructed and maintained all of its facilities using its own personnel and equipment. ⁶

i. DET 2: (U) Flew 380 SAR and 23 Base support missions.⁷

j. DET 3: (U) Flew 197 hours during the 3 month period, 83 hours of which were in precautionary orbit with FSK.⁸

6 Append 1

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k. DET 4: (U) During October 65, the TDY personnel assigned were replaced by PCS personnel. Although some of the replacements were not qualified in the HH-43B when they arrived, they were soon "checked out".⁹

l. DET 5: (S) This detachment took over the coverage that Det 1 had been furnishing at Nakhon Phanom, Thailand, in addition to the other areas they had been covering. One of their CH-3C's was lost to hostile ground fire during the reporting period. ¹⁰

m. DET 6: (U) This detachment has experienced almost a complete change of personnel during the reporting period; however, through a vigorous training program the transition has been a smooth one. In addition to the normal ACR and LBR missions, this detachment has been called upon several times to assist in battlefield evacuation of US and friendly forces. ¹¹

n. DET 7: (U) This detachment has also experienced a large personnel turnover recently. Better living quarters are being constructed for the airmen who all presently live in tents. A trailer was provided for the night alert crew on 20 Nov 65. ¹²

o. DET 9: (U) This detachment became operational on 25 Nov 65 when 2 HH-43F aircraft arrived from Thailand. It is presently manned by TDY personnel, with PCS replacements expected in February 1966. This unit has also built its own facilities. ¹³

p. DET 10: (U) This detachment became operational on 25 December 1965, and is manned by TDY personnel. Their replacements will be PCS. ¹⁴

8. DET 6-898-5 Oct 65. At 1543H the JSARC at Tan Son Nhut AB received a request for MEDEVAC of US Army ground forces in war zone "D". Bien Hoa was alerted and scrambled two HH-43's. The helicopters flew 18 sorties, during which they evacuated 24 wounded and 7 deceased. They also aided in resupplying the ground forces by airlifting in 1700 lbs of weapons and equipment. Five lives were saved on this mission. The HH-43 pilots were Capt Raymond L. Murden and Capt Charles P. Nadler. ¹⁵

9. DET 6-929-9 Oct 65 (U). At 1345H the 173rd Airborne Brigade requested MEDEVAC of wounded from war zone "D". Two HH-43's were scrambled from Bien Hoa and proceeded to the pickup site where three wounded were picked up by Stokes litter from a 35 foot hover. The HH-43 pilots, Capt Darvan E. Cook and Capt Dale L. Potter, saved three lives by their rapid response. ¹⁶

9 Append 4

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10. 38-1027-13 Oct 65 (S). Maj James Randell was making a second pass on the bridge he had just bombed in North Vietnam for assessment when he encountered an emergency and was forced to eject. His wingman notified the HC-54 pilot on precautionary orbit of the bailout. The HC-54 preceeded toward the bailout scene and requested that the CH-3C, and A1E's be scrambled. Maj Randell had landed in a valley near a village. He began climbing a nearby hill, and at this time saw two men with rifles coming toward his position. Upon reaching the top of the hill he made contact with his flight via radio. Upon being told that the helicopter would require one hour to arrive at his location he requested that the orbiting aircraft leave his immediate area so as not to compromise his position. The helicopter made one low pass upon arrival and drew ground fire. Maj Randell directed the A1E's to his position and they suppressed the ground fire for the CH-3C. Due to a hoist malfunction, the helicopter had to land to pick up the survivor. The high shrubbery resulted in damage to the rotor tips of the CH-3C; however, an uneventful return journey followed. The pilot of the CH-3C was Capt Jerry W. Jennings.

11. 38-1055-22 Oct 65 (U). Capt Melvin C. Elliot was on a strafing mission against VC forces attacking the Plei Me Camp in South Vietnam when he was forced to bailout. His bailout took place at approximately 0100H, and he landed 200 meters from the perimeter of the camp. A large VC force that had the camp surrounded, were located between Capt Elliot and the camp perimeter. Capt Elliot made radio contact with both his wingman and the camp. A patrol that was sent out to locate him ran into heavy opposition and was forced to return. After daylight additional patrols were dispatched, but all failed to make contact with the survivor. That evening an Army Helicopter attempted to make the pickup but was driven off by heavy automatic weapons fire. Two HH-43's were sent from Bien Hoa to be in place at Pleiku for a first light attempt the following morning. The plan was for two fighter aircraft to make strikes in the vicinity, followed immediately by two more fighters laying smoke and the two HH-43's coming in to make the pickup. However, during the night it became necessary for Capt Elliot to change his hiding place due to increased VC activity in his immediate area. Later that morning Capt Elliot transmitted his new location, and the HH-43's along with armed UH-1B's proceeded to the area and made the pickup. The pilot of the HH-43 making the pickup, Capt Dale Potter, flew the survivor to Pleiku.

12. 38-1073-28 Oct 65 (S). A USN F-4B crewed by Lt Cmdr A. M. Lindsey and Lt Robert W. Cooper encountered difficulty while on a mission over Laos and ejected. His wingman notified the prepositioned HU-16, that in turn notified the RCC at Udorn AB, Thailand. Two A1E's and one HC-54 were scrambled from Udorn AB, and two HH-43's took off from Nakhon Phanom. While SAR Force was enroute, a Navy A1H that had been diverted into the area picked up an emergency beacon, and shortly thereafter sighted two chutes. Each of the two HH-43's picked up one crewmember, as the two had landed about one mile apart. The pilots of the two HH-43's, Capt Bureaux and Capt McMillian, flew the survivors to Nakhon Phanom, Thailand. 17

17 Append 5 page 9

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13. 38-1081-30 Oct 65 (C). At 1209H the radio operator at Quang Tri, RVN, intercepted a May Day from an Army UH-1B that had crashed. Two HH-43 helicopters that were on alert at Quang Tri scrambled, and an HU-16 was diverted to the incident scene. The downed helicopter was located and the crew taken to a forward Army outpost. The two HH-43 pilots, Capt John Keen and Capt Arvo then returned to alert duty at Quang Tri.¹⁸
14. 38 ARS LBR-172-1 Nov 65 (U). On 1 Nov 65 the tower at Tan Son Nhut AB informed the LBR unit of a P-2V landing with one engine out. One HH-43B scrambled with a fire suppression kit and intercepted the aircraft on final approach. The P-2V blew a tire on landing, and as the aircraft came to a stop on the runway a magnesium fire broke out in the left wheel well; the flames engulfing the entire wing. The HH-43B hovered and directed its rotor wash so as to keep flames from igniting the fuel tanks or the paraflares that were mounted on the wing. They continued this until the fire trucks arrived and extinguished the flames. Due to the action of the HH-43B pilot, Capt Alden, the 13 crewmembers of the P-2V escaped without injuries.
15. 38ARS-1084-1 Nov 65 (S). On 1 Nov 65, Capt Huggins was forced to eject from his RF-101 over the North Vietnamese coast. He hit the water approximately 100 yards from shore. Fortunately, another RF-101 was in the area and was able to immediately locate the raft. The HU-16 along with two USN A1H aircraft proceeded to the scene. As the pilot was spotted the HU-16 began an approach for a water landing; however a go-around was initiated because a sampan was approaching the downed pilot. The A1H RESCAP aircraft were directed by the HU-16 to fire across the bow of the sampan. This was done; however, the sampan continued toward the survivor. On the next pass the sampan was sunk approximately 100 yards from the survivor. The HU-16 then water landed, and as it was taxiing to the survivor noted three armed swimmers also attempting to reach the downed pilot. During this entire time, machine gun fire from the shore was being directed at both the survivor and the HU-16, and Capt Huggins was engaged in a pistol duel with the swimmers. The HU-16 called for the RESCAP aircraft to make a pass at the swimmers and taxied to the survivor. The uninjured survivor was taken aboard, and flown to Danang by the HU-16 RCC, Capt David Barger.
16. 38ARS-1088-1 Nov 65 (S). On 1 Nov 65, Lt Cmdr Billy V. Wheat ejected from his A4C over North Vietnam. His wingman noted the successful bailout and alerted the HU-16 on precautionary orbit over the Gulf of Tonkin, which in turn alerted the rescue center at Udorn AB, Thailand. An HC-54 was diverted to the scene, and two HH-43 aircraft were scrambled from Nakhon Phanom, Thailand. Occasionally beacon signals were heard, but no visual nor voice contact was made by the time the HH-43's had reached their bingo fuel time.

18 Append 7 page 6

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A CH-3C had been scrambled from Nakhon Phanom to relieve the HH-43's on station. A CH-3C made voice contact with the downed pilot who was able to direct the helicopter to his location, and the rescue technician was lowered to assist the injured survivor into the hoist. Following the successful pickup the survivor was taken to Nakhon Phanom where medical assistance was standing by. 19

17. 38ARS-1110-6 Nov 65 (S), On 5 Nov 65 an F-105, call sign Oak 1, was missing over North Vietnam. His wingman had last seen him going into the clouds. The weather in the area was rapidly deteriorating and no signals were being received. On 6 Nov, two AIE's, Sandy 11 and 12, went into the area to search for Oak 1. During the course of the search, Sandy 12 was hit by ground fire, and the pilot bailed out. His wingman observed him on the ground. A CH-3C was scrambled from a forward site in Laos, and two more AIE's were sent from Udorn, but Sandy 11 was not able to relocate the downed pilot prior to his bingo fuel time. The CH-3C, Jolly Green 85, was hit by ground fire in the search area. The four man crew bailed out, and four good chutes were observed by their AIE escort. Voice and beeper contact was made with at least one crewmember, and a visual sighting was made on another. At this time, the on scene commander received a call stating that the Navy had a helicopter enroute to the search area. Two AIE's, Sandy 13 and 14, were sent to the coast to escort the Navy helicopter in, and while escorting the helicopter Sandy 14 was hit by ground fire. A transmission from him stating he had been hit followed, but there was no further contact. The remaining AIE and the Navy helicopter remained in the area until the helicopter had to depart due to fuel limitations. After refueling, the Navy helicopter returned to the search area, accompanied by Navy AH RESCAP. The AH's picked up a beeper in the vicinity of the CH-3C bailout location. Soon after this voice contact was made and the Navy SH3, call sign nimble 62, went in low to attempt visual contact. It was dark at this time, but fortunately the survivor had a cigarette lighter which was used to signal the helicopter. His flashes were observed and Sgt Naugle, a crewmember from the downed Jolly Green 85, was picked up and taken to the carrier. The only injuries Sgt Naugle suffered were slight burns on his hand. The following morning Nimble 62, piloted by Lt JG Campbell, returned to the search area in an attempt to locate additional survivors. While enroute a Mig alert was received, and Nimble 62 descended to get between cloud layers at 2000 and 3000 feet. As it flew over a hole in the bottom cloud deck it was hit by automatic weapons fire. The fuel lines were ruptured and a rapid loss of fuel was experienced forcing the pilot to make a controlled landing in North Vietnam. The two AH aircraft that escorted Nimble 62 were also hit, however, both made it safely to Danang; although one aircraft had to make a gear up landing. A short time later another Navy helicopter, a UH-2, arrived at the landing sight of Nimble 62 and was able to pick up 2 of the 4 crewmembers. Jolly Green 76, was enroute to the bailout site of Jolly Green 85 when informed of the Navy helicopter in distress. It diverted

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A CH-3C had been scrambled from Nakhon Phanom to relieve the HH-43's on station. A CH-3C made voice contact with the downed pilot who was able to direct the helicopter to his location, and the rescue technician was lowered to assist the injured survivor into the hoist. Following the successful pickup the survivor was taken to Nakhon Phanom where medical assistance was standing by. 19

17. 38ARS-1110-6 Nov 65 (S), On 5 Nov 65 an F-105, call sign Oak 1, was missing over North Vietnam. His wingman had last seen him going into the clouds. The weather in the area was rapidly deteriorating and no signals were being received. On 6 Nov, two AIE's, Sandy 11 and 12, went into the area to search for Oak 1. During the course of the search, Sandy 12 was hit by ground fire, and the pilot bailed out. His wingman observed him on the ground. A CH-3C was scrambled from a forward site in Laos, and two more AIE's were sent from Udorn, but Sandy 11 was not able to relocate the downed pilot prior to his bingo fuel time. The CH-3C, Jolly Green 85, was hit by ground fire in the search area. The four man crew bailed out, and four good chutes were observed by their AIE escort. Voice and beeper contact was made with at least one crewmember, and a visual sighting was made on another. At this time, the on scene commander received a call stating that the Navy had a helicopter enroute to the search area. Two AIE's, Sandy 13 and 14, were sent to the coast to escort the Navy helicopter in, and while escorting the helicopter Sandy 14 was hit by ground fire. A transmission from him stating he had been hit followed, but there was no further contact. The remaining AIE and the Navy helicopter remained in the area until the helicopter had to depart due to fuel limitations. After refueling, the Navy helicopter returned to the search area, accompanied by Navy AH RESCAP. The AH's picked up a beeper in the vicinity of the CH-3C bailout location. Soon after this voice contact was made and the Navy SH3, call sign nimble 62, went in low to attempt visual contact. It was dark at this time, but fortunately the survivor had a cigarette lighter which was used to signal the helicopter. His flashes were observed and Sgt Naugle, a crewmember from the downed Jolly Green 85, was picked up and taken to the carrier. The only injuries Sgt Naugle suffered were slight burns on his hand. The following morning Nimble 62, piloted by Lt JG Campbell, returned to the search area in an attempt to locate additional survivors. While enroute a Mig alert was received, and Nimble 62 descended to get between cloud layers at 2000 and 3000 feet. As it flew over a hole in the bottom cloud deck it was hit by automatic weapons fire. The fuel lines were ruptured and a rapid loss of fuel was experienced forcing the pilot to make a controlled landing in North Vietnam. The two AH aircraft that escorted Nimble 62 were also hit, however, both made it safely to Danang; although one aircraft had to make a gear up landing. A short time later another Navy helicopter, a UH-2, arrived at the landing sight of Nimble 62 and was able to pick up 2 of the 4 crewmembers. Jolly Green 76, was enroute to the bailout site of Jolly Green 85 when informed of the Navy helicopter in distress. It diverted

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to the Navy helicopter landing scene and picked up the remaining two crew-members. In order to hover it was necessary to dump fuel which precluded its continuing on to the CH-3C bailout area. The two Navy survivors were taken to Udorn. On the morning of Nov 8, a first light search was initiated in the CH-3C bailout area. Several passes were made and no ground fire was observed by the ALE's that were receiving a beeper. However, as more aircraft entered the area to attempt to pinpoint the beeper heavy ground fire erupted. Two ALE's were hit and had to withdraw; both landed safely at Udorn. Due to the intensity of the ground fire, the further recovery of survivors was deemed to be not feasible without additional losses. The mission was suspended on 8 Nov. The missing CH-3C crewmembers are: Capt Warren Lilly,
1Lt Jerry Singleton, and SSgt Arthur Cormier. 20

18. 38ARS-1111-7 Nov 65 (U). On 7 Nov 65, Lt Cmdr Charles Wack's A4E was hit by ground fire while pulling out of a dive over his target. He immediately headed toward the coast, and about 12 miles out over the Gulf of Tonkin he ejected. The distress call on guard channel was monitored by the HU-16 pilot 1Lt Joseph Kirby, who immediately headed for the bail out site. The HU-16 crew spotted the pilot approximately 15 minutes later, and noted a junk fleet one half mile from the downed pilots raft. The external fuel tanks were jettisoned, and a water landing made. The downed pilot was brought aboard the HU-16 just 17 minutes after his distress call went out. The uninjured pilot was taken to Danang AB.

19. 38ARS-1114-8 Nov 65 (C). At 1230H on 8 Nov, a request for MED EVAC of battle casualties was received. A large scale operation was taking place and over 100 casualties were reported. Rescue helicopters from both Bien Hoa and Tan Son Nhut were utilized in this recovery operation that was to run two days. The recovery site as a heavily wooded jungle area with trees 150 to 180 feet high. There were no clear areas, so all of the wounded had to be picked up from a high hover. A rescue technician was lowered into the pick up point with a chain saw to make a landing zone but the saw malfunctioned. Of the 71 sorties flown by the HH-43's during the two days the following was typical. They were escorted in by armed UH-1B's and waited in a high hover until the "Hueys" had made several firing passes to suppress VC ground fire. The "Hueys" received hits while performing this task. When they felt they had silenced the opposition, the HH-43's were directed in. While hovering over the 180 foot trees, the rescue technician lowered the Stokes litter threading it through the tree branches. The casualties were picked up and taken to a forward aid station, and ammunitions and C-rations were taken in on the return journey. During the course of the operation the HH-43's recovered fifty personnel, of whom 20 were saves. In addition 8 cases of ammunition, 2 cases of TNT, 10 cases of medical supplies and 30 cases of C-rations were taken into the battle area. 21

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20. DET PROV FIRST-1-14 Nov 65 (U). Capt Pfadenhauer, the pilot of a HH-43B, out on a base support mission, noticed a crowd on the beach waving and trying to attract his attention. After landing he learned that an airman had been pulled out of the water, and was being administered artificial respiration. Leaving his two crewmembers, 1st Lt Theodore S. Cochran, and TSgt Eddie Hagerman, to take over the first aid treatment of the still unconscious victim, the pilot flew to the base to pick up a doctor. By the time he returned to the incident scene with the doctor, the two crewmembers had revived the victim. Upon the doctor's recommendation they evacuated the survivor directly to the US Army hospital at Nha Trang. ²²

21. 38ARS-1138-17 Nov 65 (U). The F3E piloted by Commander Robert Chew Jr, was hit by ground fire while running on a target in North Vietnam. He turned out to sea and ejected off the coast. The HU-16 piloted by Capt David Richardson had been relieved at the orbit station and was proceeding to Danang when he monitored the emergency call. He was vectored into the survivors position by Commander Chew's wingman. Following the pick up the survivor was taken to Danang AB.

22. 38ARS-1141-18 Nov 65 (S). Captain Larry Mahaffey's F-105 was hit by ground fire over North Vietnam. He turned towards the mountains and ejected when he lost control of the aircraft. He landed in trees 100 feet high, and made no attempt to reach the ground. The HC-54 on prepositioned orbit headed toward the bail out scene and two HH-43's were scrambled from Nakhon Phanom, Thailand. The downed pilot made contact with RESCAP aircraft utilizing his URC-10 radio. The helicopters had difficulty finding the pilot due to the dense foliage, but the survivor fired several pen flares which were spotted by the helicopter crew. The forest penetrator was lowered, and the uninjured pilot recovered and taken to Nakhon Phanom by the HH-43 pilot, Capt John B. Reiderick. ²³

23. DET 7-671-21 Nov 65 (U). On 21 Nov 65 a C-123 crashed one mile short of the runway at Danang AB. The LBR crew scrambled, and were directed into the crash scene by the control tower operator. The landing at the incident sight was hampered by gusty winds, heavy rain, and darkness. It was necessary for the helicopters to land in a mine field to pick up two of the most seriously injured crewmembers. The flight to the hospital was a busy one for the rescue technician, A1C Michael D. Leonard, as both survivors, A1C Michael J. Kelly and A1C Kirby R. Whellern, were in shock. A1C Kelly's injuries were so painful that he had to be held down while the resuscitube was held in his mouth. The hospital was unlighted and obscured by clouds and rain, but a successful landing was made. The HH-43F crew commanded by Capt Alva G. Graham had indeed surmounted many obstacles in saving the lives of the two survivors.

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24. 38ARS-1167-26 Nov 65 (U). An Army UH-1B made a forced landing in an unsecure area of South Vietnam following an engine explosion. An HH-43B, piloted by Capt Franklin Chase, was scrambled from Tan Son Nhut along with armed UH-1B and F-100 escort. Upon arriving at the scene the HH-43 landed within the defense perimeter the six survivors had set up. All six were recovered in good condition and taken to Tan Son Nhut.

25. 38ARS-1174-28 Nov 65 (S). Lt JG Frank Harrington was hit by ground fire over North Vietnam. He was able to nurse his damaged F8E over the sea before ejecting. Upon hitting the water he found himself in a very precarious position. There were several junks in the area which immediately headed towards him. The HU-16 was alerted to the bail out by the SAR destroyer and was given vectors into the area. Two A1H RESCAP aircraft were sent ahead, and fired warning shots across the bows of the junks. However, three of the junks continued positive movement toward the survivor. Both A1H pilots commenced strafing and Zuni attacks against the junks, which they severely damaged. By this time the HU-16 was in the area and making his approach. After taxiing along side the survivor, the rescue technician, TSgt Raymond Hawco, jumped into the water and helped the survivor board the aircraft. The slightly injured survivor was taken to Danang.

26. 38ARS-1188-2 Dec 65 (U). While on a bombing mission over South Vietnam the crew of a USN F4B, Lt JG Potter and Lt Schmidt, were forced to eject. An HH-43F was scrambled from Bien Hoa, and vectored into the incident area by a C-123. While the HH-43 was enroute the C-123 pilot notified the RCC, Capt Raymond Murden, that one of the survivors appeared to be injured. He also stated that he had a doctor on board and suggested the HH-43 land at a secure field five miles from the bail out location and transfer the survivors to the C-123, so they could be given immediate medical attention. The HH-43 spotted the first survivor in a field and landed to make the recovery. The downed pilot, who appeared to have a fractured pelvis, was administered morphine by the rescue technician, A1C Henry O'Beirne. The second crewmember was located about one mile away. The HH-43 again landed and picked up the uninjured crewmember. Both survivors were taken to a small field nearby and were transferred to the waiting C-123. ²⁴

27. 38ARS-1220-15 Dec 65 (U). Capt Dewitt was forced to eject from his crippled F-105 over the Gulf of Tonkin. The HU-16 on prepositioned orbit took up a heading for the bail out site. As the HU-16 made its approach it came under fire from shore batteries. This continued throughout the pick up. There were several junks in the area; however, they did not interfere with the rescue. The HU-16 pilot, Capt Nicholas, taxied toward the survivor, and when he was brought aboard he was found to be in shock and had a broken leg. He was taken to Danang and turned over to the waiting ambulance.

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28. 38ARS-1236-20 Dec 65 (C). Capt John Ruffo was forced to eject from his F-105 after being hit by ground fire. He landed in a bay about one half mile off the North Vietnamese coast, and approximately the same distance from several islands. The survivor came under small arms fire from both the islands and the mainland. His day flare was spotted by the HU-16 crew which immediately water landed. The rescue technician jumped into the water and aided the survivor aboard. There was intense ground fire directed at the HU-16 at this time, and there were also numerous junks in the area. In order to take off, the HU-16 pilot, Major William Dewitt, had to thread his way through the junks, and between two islands. As most of the fire seemed to be coming from the islands he directed RESCAP aircraft to bomb them, and as this was in progress the HU-16 took off. Immediately following take off the rescue technician, SSgt Dudley Peckingpaugh, treated the survivor for burns and shock, he was transferred to the waiting ambulance upon landing at Danang.

29. 38ARS-1239-21 Dec 65 (S). The HC-54 on prepositioned orbit was notified by a F-105 that his wingman had ejected over North Vietnam. As the HC-54 headed toward the incident site, two HH-3's were scrambled from Nakhon Phanom, Thailand, along with A1E escort. The A1E's spotted the chute and a pen flare while the HH-3's were hovering above the clouds at 5000 feet. After looking without success for a hole to let down through, the HH-3 pilot, Capt Butera, asked the A1E pilot to give radio steers so as to place them over a valley. They entered the clouds at 5000 feet and did not break out until they were less than 1000 feet above the terrain. Soon after, the chute was spotted, and the helicopter came to a hover over the side of a mountain covered by trees 60 feet high. The hoist was lowered and the pilot recovered. Due to the terrain a straight ahead take off was necessary although this meant flying directly over a village. Two bursts of automatic weapons fire were aimed at the HH-3 as it passed over the village. The two A1E's immediately returned the fire, successfully suppressing it. The survivor was taken to Udorn AB, Thailand. ²⁵

30. Flying activities for mission listed in paragraphs 8 through 29.

<u>MISSIONS</u>	<u>NUMBER OF SORTIES(ARS)</u>	<u>OBJECTIVES</u>	<u>TYPES AND NR ARS MENWIA, ARS ACFT LOST</u>	<u>KIA, MIA</u>
6-898-5Oct 65	18	31 Btl Cas*		
6-929-9Oct 65	6	3 Blt Cas*		
38-1027-12Oct 65	6	1 F105 Pilot		
38-1055-22Oct65	2	1 A1E Pilot		
38-1073-28Oct 65	4	2 F-4B Crew		
38-1081-30Oct 65	9	7 UH1B crew		
38-172-1 Nov 65	1	13 P2V Crew and Pax		
38-1084-1 Nov 65	2	1 RF101 Pilot		
38-1088-1 Nov 65	4	1 A4C Pilot		

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<u>MISSIONS</u>	<u>NUMBER OF SORTIES(ARS)</u>	<u>OBJECTIVES</u>	<u>TYPES AND NR ARS MEN WIA , ARS ACFT LOST</u>	<u>KIA, MIA</u>
38-1110-6 Nov 65	4	1 F105 Pilot 2 A1E Pilots 4 CH3C crew 4 SH3 crew	1 Ch-3C	3 MIA 1 WIA
38-1111-7 Nov 65	1	1 A4C Pilot		
38-1114-8 Nov 65	71	106 Btl Cas*		
PROV 1-1-14 Nov 65	5	Accid. Vict.		
38-1138-17 Nov 65	2	1 F8E Pilot		
38-1141-18 Nov 65	3	1 F105 Pilot		
7-671-21 Nov 65	2	UNK C-123		
38-1167-26 Nov 65	2	6 UH1B crew		
38-1174-28 Nov 65	2	1 F8E Pilot		
38-1188-2 Dec 65	4	2 F4B crew		
38-1220-15 Dec 65	3	1 F105 Pilot		
38-1236-20 Dec 65	2	1 F105 Pilot		
38-1239-21 Dec 65	3	1 F105 Pilot		

*Battle Field Casualty evacuation.

31. Key personnel assigned. (U) 38th Air Rescue Squadron

Col Arthur W. Beall	Commander 26
Lt Col James L. Blackburn	Operations Officer
Lt Col Donald F. Karschner	Chief JSARC
Maj Franklin H. Roberts	Chief of Maintenance
1st Lt James R. Haug	Supply Officer
CWO W-4 Earl A. Wilson Jr.	Administrative Services Officer

Det Prov First, 38ARS, Cam Ranh Bay AB, RVN Capt Richard C. Pfadenhaur, Cmdr 27
Det 2, 38ARS, Takhli AB, Thailand, Capt Edwin J. Christy, Cmdr 27
Det 3, 38ARS, Ubon AB, Thailand, Capt Henry P. Fogg, Cmdr 27
Det 4, 38ARS, Korat AB, Thailand, Capt Jerome R. Luttinger, Cmdr 27
Det 5, 38ARS, Udorn AB, Thailand, Major Baylor R. Haynes, Cmdr 27
Det 6, 38ARS, Bien Hoa AB, RVN, Major Maurice G. Kessler, Cmdr 29
Det 7, 38ARS, Danang AB, RVN, Major Charles E. Hamrick, Cmdr 28
Det 9, 38ARS, Pleiku AB, RVN, Capt Richard R. Cowles, Cmdr 27
Det 10, 38ARS, Bien Thuy AB, RVN, Capt Ervin L. Schaefer, Cmdr 30

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b. The following depicts the authorized versus assigned strength of the organization as of 31 December 1965.

<u>UNIT</u>	<u>OFFICERS AUTH ASSGD</u>	<u>WARRANT OFFICERS AUTH ASSGD</u>	<u>AIRMEN AUTH ASSGD</u>
38th ARS, Tan Son Nhut AB, RVN	15	14(6 TDY) 0	1 19 17 (19 TDY)
Det 1, 38th ARS, Nakhon Phanom AB, Thailand	24	0 0	60 0
Det 2, 38th ARS, Takhli AB, Thailand	6	6 0	13 13
Det 3, 38th ARS, Ubon AB, Thailand	6	6 0	13 13
Det 4, 38th ARS, Korat AB, Thailand	6	6 0	13 11
Det 5, 38th ARS, Udorn AB, Thailand	12	31(10 TDY) 0	26 81(29 TDY)
Det 6, 38th ARS, Bien Hoa AB, RVN	10	9 0	28 30
Det 7, 38th ARS, Danang AB, RVN	22	9(15 TDY) 0	67 24(28 TDY)
Det 9, 38th ARS, Pleiku AB, RVN	10	7 TDY 0	18 15 TDY
Det 10, 38th ARS, Bien Thuy AB, RVN	0	4 TDY 0	0 9 TDY
Det Prov First, 38th ARS Cam Ranh Bay AB, RVN	0	4 TDY 0	0 13 TDY
TOTAL:	111	81(46 TDY) 0	1 257 189(113 TDY)

c. Information on Key Detachment Personnel are in Appendixes 1 thru 10.

32. EQUIPMENT (S)

a. 38 ARS, Tan Son Nhut AB, RVN
2 HH-43B Helicopters

b. Det Prov 1st, Cam Ranh Bay AB, RVN
2 HH-43B Helicopters

c. Det 2, 38 ARS, Takhli AB, Thailand
3 HH-43B Helicopters

d. Det 3, 38 ARS, Ubon AB, Thailand
3 HH-43B Helicopters

e. Det 4, 38 ARS, Korat AB, Thailand
3 HH-43B Helicopters

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f. Det 5, 38 ARS, Udorn AB, Thailand

3 HH-43B Helicopters

6 HH-3 Helicopters

1 CH-3C Helicopter

4 HC-54 Helicopters (TDY)

g. Det 6, 38th ARS, Bien Hoa AB, RVN

3 HH-43F Helicopters

h. Det 7, 38th ARS, Danang AB, RVN

3 HH-43F Helicopters

4 HU-16 Helicopters (TDY)

1 HH-43B Helicopter

i. Det 9, 38th ARS, Pleiku AB, RVN

2 HH-43F

j. Det 10, 38th ARS, Bien Thuy AB, RVN

1 HH-43B

1 HH-43F

33. Additional Data/and/or Remarks (S)

Captain High, 38th ARS HH-3 Standardization officer observed a refueling operation conducted between a destroyer at sea and an airborne CH-3B. The report of this operation as applicable to HH-3C's was forwarded to Air Rescue Service Headquarters.

34. Appendixes (U)

1. History, Detachment Provisional First

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35. DOCUMENTATION (U)

1. Attachment 1, 38th ARS SO 111, 18 Nov 65
2. Attachment 2, 38th ARS SO 101, 16 Oct 65
3. Attachment 3, 38th ARS SO T-30, 11 Nov 65
4. Attachment 4, 38th ARS SO 106, 3 Nov 65
5. Attachment 5, 38th ARS SO 108, 10 Nov 65
6. Attachment 6, Dept of AF SO G-131, 7 Oct 65
7. Attachment 7, Dept of AF SOG-123
8. Attachment 8, 38th ARS SO 129, 22 Dec 65
9. Attachment 9, 38th ARS SO 8, 18 Jan 66

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HISTORY

OF

DETACHMENT PROVISIONAL FIRST, 38TH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (ARS)

UNITED STATES AIR FORCE

CAM RANH BAY AIR BASE, RVN

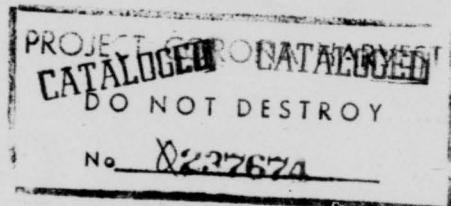
10 October - 31 December 1965

RCS: AU-D5 (ARS)

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Gary F. Sanderson
Gary F. Sanderson
1/Lt, USAF
Historian

Richard C. Pfadchnauer
Richard C. Pfadchnauer
Captain, USAF
Commander



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Det Prov 1, 38 ARSq Hist, Oct-Dec 65

1. Unit. Detachment Provisional First, 38 Air Rescue Squadron.
2. Period of History. This history covers the interval 10 October to 31 December. This unit was activated on 10 October 1965.
3. Station. Cam Ranh Bay, RVN.
4. Assignment. This unit is attached to the 12th Combat Support Group, under the 12th Tactical Fighter Wing.
5. Commander. Captain Richard C. Pfadenhauer, FV 3036912.

6. Mission. The current primary mission of this detachment is Local Base Rescue. This detachment also accepts the Aircrew Recovery Mission in the geographical area within its operational limitations, and is presently accomplishing that mission. In addition, the Base Support Mission is accepted, when it is determined that it will in no way affect the primary mission.

7. Operations.

a. Operational Requirements. The requirements levied upon this detachment are essentially as stated in the mission. The Local Base Rescue Mission at this station presently requires one aircraft and aircrew to be on immediate alert during the period between 0700 and 1800 hours daily. When both aircraft are in commission, another aircrew maintains an immediate scramble capability during the same period for aircrew recovery. In addition, an aircrew for each Combat Ready aircraft maintains a 30 minute scramble capability 24 hours a day. The aircrew requirements for Local Base Rescue are: Pilot, Co-Pilot, 2 Firefighters, and a Medical Technician. The aircrew requirements for Aircrew Recovery are: Pilot, Co-Pilot, Flight Mechanic, and a Medical Technician. All crew members maintain proficiency as per ARSM 55-1.

b. Operational Accomplishments. Detachment Provisional First was the first operational flying unit at Cam Ranh Air Base. The detachment and aircraft arrived at Cam Ranh 20 October 1965 and the unit became operational the same day. The 2 HH-43B's were also the first assigned aircraft to arrive at this station. Upon arrival, the "base" consisted of a runway and several tents. Despite the total lack of base support, the detachment remained operational during the construction of key base facilities, and has never lost its operational status. Notable accomplishments of this unit in the various areas of operations are included in the Appendix. (Appendix 1,

c. Problem Area. This detachment has not encountered any insurmountable problems of a major nature, as evidenced by the fact that the unit has remained operational since its arrival. There are, however,

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Det Prov 1, 38 ARSq Hist, Oct-Dec 65

problems of a nature serious enough to threaten the operational capability of the detachment, should they remain unsolved. There are also several minor problems arising from operations in this area that are worthy of mention, and that remain beyond the capacity of this unit to solve. These are enumerated under the various areas of operations in the Appendix. (Appendix 2, pages 7 and 8)

d. Plans and Programs. Long term planning for this unit has been impossible, due to the TDY status of the personnel, the temporary nature of the facilities, and the construction phase of the host base.

(1) Short term programs are in effect for the improvement of existing facilities.

(2) Plans for the training of base Firemen and Medical Technicians, should they become available, have been considered.

(3) Plans are also being made to co-ordinate with nearby Army forces for the use of O-1E and armed HU-1B aircraft for cover during Aircrew Recovery missions. It is often desirable to have this capability on the detachment level, since special arrangements to meet each situation can be made, cover aircraft with special capabilities can be utilized, complete escort to and from this station is possible, and since communications to these local units are faster and more reliable than those to JSARC. Through plans put into effect some time ago, this unit has already been successful in arranging F-4C cover aircraft in this manner, and desires to extend this capability.

(4) Plans are being made to increase the air-ground communications capability as regards operational missions involving hoist work. When it was determined that this capability was lacking, possible solutions were studied utilizing available equipment. As a result of this program this unit now employs a URC-10, fitted with a helmet plug, which allows crew members being hoisted and those working on the ground to maintain constant communication with the aircraft. This arrangement allows their hands to be free for safety on the hoist and for working on the ground. The solution is not entirely satisfactory, however, in that the constant communications between crew members clutters the guard frequency. Plans are to have URC-10 equipment rechannelized to a rescue frequency.

(5) Plans or programs of a longer range or greater scope would be impractical, due to the provisional status of this detachment.

8. Personnel. Key personnel of this unit are:

Commander and Administrative Officer	Capt Richard C. Pfadenhauer
Supply Officer	Capt Joseph A. Civello
Maintenance Officer	1/Lt George B. Adams
Operations Officer	1/Lt Gary F. Sanderson
NCOIC	MSgt Freddie C. Smith

9. Equipment. Aircraft: 2 HH-43B.

Special Mission Equipment: 2 Fire Suppression Kits.

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Det Prov 1, 38 ARSq Hist, Oct-Dec 65

10. Additional Data and/or Remarks. None.

11. Appendices. Four appendixes are included in this report.

Appendix 1	Detailed Operational Accomplishments	Pages 5 and 6.
Appendix 2	Detailed Problem Areas	Pages 7 and 8.
Appendix 3	Narrative Mission Reports	Pages 9 thru 12.
Appendix 4	Summary of Combat Missions Involving Personnel Recovery	Pages 13.

12. Documentation. Documentation includes orders activating this unit and the appointment of its commander.

Unit activation	Page 14.
Appointment of detachment commander	Page 15.

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Appendix 1.

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

DETAILED OPERATIONAL ACCOMPLISHMENTS

1. Operational Missions. Since the arrival of the rescue aircraft, the detachment has engaged in numerous base support flights, in this area and to Nha Trang Air Base, to implement construction efforts and supply of critical items for the base. To date, 136 sorties have been flown for that purpose. These efforts, and other co-operative measures on the part of detachment personnel have established and maintained excellent relations with host-base personnel. As a result, this detachment can be expected to receive whatever the base can provide in support of our operation and the welfare of the unit. Upon arrival of fighter aircraft to this base on 1 November, an airborne alert was initiated to cover all take-offs and landings of strike missions. This was adopted as a precautionary measure, and continued until 26 November, when it was determined that pilots of the fighter aircraft had become familiar enough with their operations and the local area that it was no longer necessary and overtaxed our capability. In addition to the Local Base Rescue activities, an Aircrew Recovery capability has been maintained, and several missions have been flown. A narrative report and summary of flying activities for those missions involving personnel recovery are included in this Appendix. (Appendix 3, pages 9 thru 12).

2. Facilities. This unit has constructed and maintained all of its present facilities with its own personnel and equipment, and has in most instances been required to furnish its own construction materials from whatever source was available. To date, the detachment has constructed and now occupies three large tents for operations, supply, and maintenance and approximately 30,000 square feet of ramp area. Construction has included the tent frames, electrical wiring, desks, filing cabinets, work benches, shelves and storage lockers and numerous other items necessary for effective operations. Only recently has a very limited supply of office equipment become available.

3. Administration. Administrative practices have not differed significantly from established procedures, except where lack of administrative materials and office equipment is concerned.

4. Training. Little flying training has been possible at this station due to:

a. Excessive operational requirements for the assigned personnel and aircraft.

b. The fact that present operational requirements preclude flying time available for such training with only two aircraft.

c. The lack of suitable training areas. Extensive ground training

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Appendix 1.

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

has been accomplished, however; particularly in the subjects applicable to this area (i.e. survival, escape and evasion etc.). In lieu of flying training, extensive briefings and de-briefings have been held to insure the practice of proper procedures, to refine present procedures as regards our operations and problems indigenous to this location and our present mission, and to insure improvement in proficiency and crew co-ordination. This type training has proven to be very effective.

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5. Supply. All of the equipment for basic operations of this unit were carried with the detachment from its CONUS station, and have been augmented as necessary from whatever source was available. Although exhaustive efforts have been extended, few results have been obtained through normal supply channels. For this reason, methods and sources of supply have been varied and many, but their use was considered advisable in light of the priority of the rescue mission.

6. Maintenance. The aircraft maintenance at this detachment has been outstanding, considering the problems that have been faced, the conditions under which the personnel have been required to work and the facilities available to work with. Despite these difficulties, the detachment has never been non-operational, and both aircraft have been Combat Ready when ever necessary parts have been available. Maintaining operational status has required extensive canibalization of parts, the procurement of parts from other than normal sources, excellent management of man-hours and equipment on the part of maintenance personnel, and maintenance operations 24 hours a day in all type of weather.

7. Personnel.

(a) Morale and Discipline. The morale of this detachment has been outstanding considering the problems it has faced and the conditions under which it has worked. Discipline has presented no problems.

(b) Honors. No honors have been accorded this unit as of this date.

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Appendix 2

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

DETAILED PROBLEM AREAS

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1. Operational Missions. There are few problems as regards operational missions, as established procedures, with minor adaptions for this location and each situation, have proven adequate. Operational capabilities have been hindered, however, by the lack of certain equipment, particularly with respect to communications. Due to the fact that rescue forces must often work in close co-operation with aircraft not UHF equiped, it would seem that FM and VHF communication equipment would prove to be of great value. Also, difficulties have been encountered during operational hoist missions due to the lack of air-ground communications with crew members. Something of the nature of the URC-10, channelized to the rescue frequency, and fitted with a receptacle to accept the standard helmet plug could be worn and used by crew members working on the ground. As a local project, a URC-10 has been fitted with a helmet plug and though still channelized to guard frequency, this arrangement seems to be the most satisfactory solution to this problem available at this level.

2. Facilities. As mentioned previously, all existing facilities have been constructed by detachment personnel, and while adequate to support operations on a temporary basis, are makeshift at best, and are totally unsuitable for permanent operations. All detachment facilities are housed in tents, and the local weather precluded this type of arrangement for anything other than an emergency measure until something more appropriate can be obtained. By the same token, tents are utilized as living quarters for all detachment personnel and as messing facilities for the officers. All other facilities on the base are on the same level. While this presents no major problems, it does require a certain degree of professionalism and devotion to duty on the part of all personnel to maintain the high level of morale necessary for the complete effectiveness of the unit.

3. Administration. No problems concerning administration, other than the lack of office equipment and administrative materials, have been encountered.

4. Training. No problems have been encountered in the ground training program, except the difficulty in obtaining training materials. Most of this training has been directly concerned with our present mission, and has been quite successful in its application. Difficulties have been encountered in the flying training area, as present operational requirements preclude flying time available for such training with only two aircraft. Also, almost all of the assigned personnel are actively engaged in daily routine operations, and with the present shortage of personnel, excessive flying training beyond that required for proficiency is nearly impossible.

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Appendix 2.

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

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5. Supply. The absence of effective supply channels has been probably the most pressing problem faced by this detachment. Most of the other difficulties encountered are derived from a lack of supply items. The base, in its present construction phase, is unable to render the detachment anything but limited support. Even supplies and equipment airlifted to this country with the unit are not yet all in our possession, due to inadequate airlift capabilities from their point of arrival to this station. NORS-G and A-NORS components shipped to this station have been lost in transit, and never recovered. Base Supply agreed to support this unit 13 December 1965, but they are recently established and inadequately staffed, and can only support the detachment through the use of time-consuming manual requisitioning and accounting procedures. Prior to that time, no such support was available. Future prospects indicate only a gradual improvement in the supply capability, and serious difficulties in this line can be expected in the coming months.

6. Maintenance. The problems encountered in maintenance stem mostly from the lack of base support (although some base support is becoming available as facilities are constructed), and the inadequacy of supply channels to provide the necessary parts. Maintenance efforts are also hindered by the lack of detachment facilities, and the inability to protect the aircraft from the weather. No hangar space is available and long periods of rain have resulted in blade problems and electrical circuit difficulties. Constant lubrication is necessary on all mechanical items, and all maintenance and phase inspections must be performed out-of-doors. Due to lack of base facilities, components must often be sent to other bases for necessary repairs, involving excessive delay and long periods out of commission. Corrosion is beginning to be a problem, and requires constant attention.

7. Personnel.

a. Proficiency. Due to the TDY status of all personnel, proficiency has not yet become a problem.

b. Numbers. As yet, no UMD has been established for this unit. With the present manning, operational requirements indicate a current shortage of pilots, firemen, and medical technicians. Future plans are to obtain firemen and medical technicians from assigned base personnel, and in this respect, the shortage of firemen should be alleviated. Obtaining adequate personnel for medical technician duty from the base hospital can be expected to remain a problem.

c. Discipline and Morale. No problems whatsoever have been encountered in this area.

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Appendix 3
Part 1:

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

NARRATIVE MISSION REPORT

1. The following narrative mission report covers mission number Detachment Provisional 1-1-14 November 1965.

(a) At approximately 1210 hours, 14 November 1965, while returning from a base support mission, a small group of people was noted waving to attract our attention on a remote beach at approximately 1201N 10913E. One individual was being given artificial respiration. An immediate landing was made, and the Co-Pilot and Flight Mechanic were off-loaded to check the condition of the victim.

(b) Preliminary examination disclosed that the victim was unconscious having nearly drowned while swimming in the South China Sea. The two crew members then took over the first aid treatment of the victim, while the Rescue Crew Commander returned to home station and secured a doctor.

(c) Upon return to the incident site, the victim had regained consciousness, but was in shock. The doctor recommended immediate evacuation to the US Army Hospital at Nha Trang RVN. This was accomplished without delay.

2. The following crew members participated in the mission:

Rescue Crew Commander	Capt Richard C. Pfadenhauer.
Rescue Crew Co-Pilot	1/Lt Theodore S. Cochran
Flight Mechanic	TSGT Eddie Hagerman

3. The mission was closed at approximately 1320 hours, 14 November 1965.

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Appendix 3
Part 2

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

NARRATIVE MISSION REPORT

1. The following narrative mission report covers mission number Detachment Provisional 1-4-6 December 1965.

(a) At 1015 hours, 6 December 1965, the alert crew was notified by the 12th Fighter Wing Command Post of an Army HU-1B with eight personnel aboard, down in the area of Phan Rang. The last known position of the HU-1B was relayed as 10910E 1139N. Exact nature of the emergency was unknown.

(b) A Rescue Crew, consisting of a Pilot, Co-Pilot, Medical Technician and Flight Mechanic, was scrambled at 1025. The HU-1B was located without difficulty and a landing was made. It was disclosed that the Army aircraft had made a precautionary landing due to mechanical difficulties. The HU-1B pilot requested the Rescue Aircraft return his six passengers to Cam Ranh Army Airfield, and requested also an escort to that location for himself and the co-pilot in the damaged helicopter. This was accomplished without difficulty.

2. The following crew members participated in the mission:

Rescue Crew Commander	Capt Joseph A. Civello
Rescue Crew Co-Pilot	1/Lt George B. Adams
Flight Mechanic	A1C Edward D. Erickson
Medical Technician	A1C Leroy C. Juell

3. The mission was closed at approximately 1120 hours, 6 December 1965.

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Appendix 3
Part 3

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

NARRATIVE MISSION REPORT

1. The following narrative mission report covers mission number Detachment Provisional 1-6-14 December 1965.

(a) At 1650, 14 December 1965, the alert crew was notified by JSARC of an O-1E down in an area several miles east of Dalat. The co-ordinates given were; BP390289. The only other information relayed was that the aircraft had definitely crashed, and that another aircraft was staying in the area as cover, and to insure immediate location of the incident.

(b) Three F-4C's were scrambled by the 12th Fighter Wing Command Post for fighter cover upon request of the Alert Crew. Two F-100's for additional cover were arranged by JSARC.

(c) A Rescue Crew, consisting of a Pilot, Co-Pilot, Medical Technician and Flight Mechanic, was scrambled at 1700 hours. The general area of the incident was located without difficulty, and contact was established with the cover aircraft, who directed the Rescue Crew to the crash site.

(d) The crash had occurred in a heavily forested area on the side of a mountain, at 4800 feet MSL. As there was no place to land within several miles, it was necessary to lower the Medical Technician on the hoist to determine the possibility of survivors.

(e) The Medical Technician was able to definitely determine that the two O-1E crew members were deceased. It was impossible to recover their bodies, however, since the aircraft was still burning, and there was intense heat in the cockpit area. It was determined that the Rescue Crew could be of no further assistance, so the Medical Technician was hoisted to the aircraft, and the Rescue Crew returned to the home base.

2. The following Crew members participated in the mission:

Rescue Crew Commander	Capt Joseph A. Civello
Rescue Crew Co-Pilot	1/Lt Gary F. Sanderson
Medical Technician	A1C Leroy C. Juell
Flight Mechanic	SSgt James W. Hollaway

3. The mission was closed at approximately 1900 hours, 14 December 1965.

4. The mission was re-opened at 2130 hours, 14 December upon request of DASC, II Corps, after prior co-ordination with JSARC.

(a) As it was not considered feasible to recover the bodies of the two deceased crew members by ground party, due to hostile environment and rough terrain, it was requested that a Rescue Crew make the recovery.

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Appendix 3
Part 3

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

(b) A Rescue Crew consisting of a Pilot, Co-Pilot, Flight Mechanic and two Medical Technicians, was dispatched at 0700, 15 December to return to the crash scene.

(c) The crash site was relocated without difficulty. A-1E and O-1E cover aircraft arrived simultaneously, as per schedule co-ordinated with DASC. The two Medical Technicians were lowered on the hoist to the wreckage. They removed the deceased' remains from the wreckage, and carried them to a suitable location for the aircraft to hoist them aboard.

(d) Upon request of DASC, the Medical Technicians also checked the wreckage for possible causes of the accident. Although the O-1E had been engaged in firing rockets at enemy ground forces at the time of the crash, it was not possible to determine if ground fire was responsible.

(e) The crew members and remains were hoisted aboard the aircraft without incident. Since the entire recovery operation required one hour twenty minutes over the crash scene, it was necessary to land at Camly Airport Dalat, to refuel. A short memorial service and awards presentation was held for the deceased by American and Vietnamese forces at this time, and the Rescue Crew was obliged to participate in this ceremony.

(f) The remains were then evacuated to Nha Trang Air Base without delay.

4. The following crew members participated in the mission:

Rescue Crew Commander	Capt Richard C. Pfadenhauer.
Rescue Crew Co-Pilot	1/Lt Gary F. Sanderson.
Flight Mechanic	TSGT Paul J. Gorman.
Medical Technician	SSgt Truman R. Kilburn.
Medical Technician	A1C Leroy C. Juell.

5. The mission was closed at approximately 1230 hours, 15 December 1965.

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Appendix 4.

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

Summary: Combat Mission Involving Personnel Recovery

Mission Number Number Sorties	Hours	Objective	ARS A/C Lost	ARS Personnel Lost
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Det Prov 1-1-14	2	1+00	1 USAF MIL	None
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Det Prov 1-4-6	2	0+55	1 USAF HU-1B	None
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Det Prov 1-6-14	4	5+30	1 USAF O-1E	None
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Wounded or
Missing in
Action

None

None

None

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIR TRANSPORT SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER
G-131

7 October 1965

Detachment Provisional, First, 38 Air Rescue Sq, is designated and organized at Cam Ranh Bay AB, Vietnam, effective 10 Oct 65. Logistic support will be provided by installation where located. Personnel and equipment will be provided by Comdr, 38 Air Rescue Sq. Air Rescue Service will notify Hq MATS (MAXMO) upon completion of mission. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER

[Signature]
W. J. ATKINS, Colonel, USAF
Director of Administrative Services

DISTRIBUTION

- 1 - Hq USAF (AFCAS-5, AFIGO, AFADS-1A)
- 3 - (AFMSG, AFOMO, AFOAPD,
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- 2 - Hq MATS (MAFOIH)
- 1 - (MAASG, MABAC, MARBU,
MAXMOE, MADASPD,
MADASAM, MADASAD, MADASAS,
MABDC, MABMA, MADASR,
MAIIG, MAIIGSP, MAEDC,
MAMDC, MAMLG, MAMME,
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- 2 - 1405 Aeromed Trnspl Wg; 1254 Air
Trnspl Wg (PER); 1707 Air Trnspl
Wg; 1254 Air Trnspl Wg
- 1 - Res and Coord Sec, Ref Svc Br,
MPRC, St Louis, Mo; Resident
Auditor, Bldg 750, Scott AFB, Ill
- 5 - Det 36, Hq MATS

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
108

10 November 1965

1. Each of the following officers is designated as Detachment Commander of unit indicated: Effective this date.

Detachment 2, 38th Air Rescue Squadron, APO San Francisco 96273
CAPT EDWIN J. CHRISTY, FV2226948

Detachment 3, 38th Air Rescue Squadron, APO San Francisco 96204
CAPT HENRY P. FOGG, FR72104

Detachment 5, 38th Air Rescue Squadron, APO San Francisco 96237
MAJ BAYLOR R. HAYES, FR43281

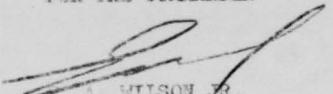
Detachment 6, 38th Air Rescue Squadron, APO San Francisco 96227
MAJ WILLIAM T. HAYES JR., FV1912224

Detachment 9, 38th Air Rescue Squadron, APO San Francisco 96295
CAPT RICHARD R. COWLES, FV3035836

Detachment Provisional First, 38th Air Rescue Squadron, APO San Francisco 96312
CAPT RICHARD C. PFADENHAUER, FV3036912

2. CAPT JEROME R. LUTTINGER, FV941787, is designated as Detachment Commander of Det 4, 38th Air Rescue Squadron, APO San Francisco 96233, effective this date, vice CAPT HAROLD D SALEM, FV3027257, relieved.

FOR THE COMMANDER


A. WILSON JR.
CWO, W-4, USAF
Administrative Services Officer

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10 38th ARS
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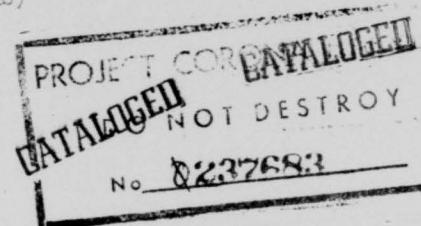
HISTORY

OF

DET 2, 36TH AIR RESCUE SQUADRON
AIR RESCUE SERVICE (MATS)
UNITED STATES AIR FORCE
TAIPEI AIR BASE, THAILAND

1 October - 31 December 1965

RCS: AU-D5 (ARS)



David B. Brightman
DAVID B. BRIGHTMAN
Captain, USAF
Historian

Edwin Christy
EDWIN C. CHRISTY
Captain, USAF
Commander

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UNIT HISTORY

1. UNIT: Detachment 2, 38th Air Rescue Squadron.
2. PERIOD OF HISTORY: 1 October 1965 thru 31 December 1965.
3. STATION: Takhli AB, Thailand
4. ASSIGNMENT: Det 2 is assigned to the 38th Air Rescue Squadron, Tan Son Nhut AB, Viet Nam. It is under the operational control of the 355th Tactical Fighter Wing, Takhli AB, Thailand.
5. COMMANDER: 1 October 1965 thru 19 October 1965, was Captain Joseph P. McMonigle, AF0057266. Capt McMonigle was TDI from Andrews AFB, Maryland. 20 October 1965 to present is Captain Edwin J. Christy, FV2226948. Capt Christy arrived PCS on 18 October 1965 and assumed command on 20 October 1965 upon the departure of Capt McMonigle.
6. MISSION: Primary mission is local base rescue. Radius of action is 75 Nautical Miles of Takhli AB. Secondary missions are base support and civilian humanitarian aid.
7. OPERATIONS:
- a. 380 SAR Missions were flown during this period. Of these, 71 were aircraft emergencies and the remaining 309 were precautionary orbits for departing F-105's taking off with maximum weight bomb load. 23 base support missions were flown.
- b. On 22 December 1965, the lead aircraft in a flight of F-105's blew a tire on take-off roll and when an auxiliary fuel tank caught fire, the entire aircraft was engulfed in flames. The alert helicopter was performing a precautionary orbit at the time of the incident and followed the burning aircraft as it proceeded down the runway jettisoning external stores and ordnance. The F-105 engaged the barrier and turned off of the runway onto the grass area adjacent to the runway. The fire appeared to have extinguished itself as the aircraft came to a halt - but to prevent a further outbreak the alert helicopter deployed the FSK and firemen with flight surgeon, and took a hovering position to direct cooling air to the extremely hot wheel and right wing area of the aircraft until the pilot was safely out of the cockpit.
8. PERSONNEL:
- a. USA authorization and assigned, as of 31 December 1965.

FUNCTION TITLE	GRADE	APSC	AUMC	ASCD
Pilot Helicopter	Maj	1025C	1	0
Pilot Helicopter	Capt	1025C	3	4
Pilot Helicopter	1st Lt	1025C	2	2

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Acft Maint Supt.	SMSgt	43190	1	1
Helicopter Tech.	TSGt	43170	1	0
Helicopter Tech.	TSGt	A43170	1	2
Helicopter Tech.	Sgt	43150	1	0
Helicopter Tech.	Sgt	A43150	1	1
Admin Spec.	Sgt	70250	1	1
Helicopter Mech.	A1C	43150	3	1
Helicopter Mech.	A1C	A43150	0	4
Helicopter Mech.	A2C	A43150	0	2
Jet Engine Tech.	Sgt	43250	1	0
Jet Engine Tech.	A1C	43250	0	1

b. See Appendix 1, for complete list of assigned personnel.

9. EQUIPMENT:

a. Aircraft assigned: UH-43B, Serial No. 59-1549 and 60-0250.

b. On 30 November 1965, UH-43B, Serial No. 60-0279 was picked up from Udorn AB, Thailand. Total aircraft as of 31 December 1965 is three UH-43B's.

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Listed below is the roster of all assigned officers and airmen to this detachment as of 31 December 1965.

NAME	GRADE	AFSN	DEOS	PAFSC
Christy, Edwin J.	Capt	FV2226948	14 Oct 66	10250
Given, David J.	Capt	FV3032970	14 Oct 66	10250
Hightower, David B.	Capt	FR0061398	14 Oct 66	10250
Smith, Duane L.	Capt	FV3080040	14 Oct 66	10250
Fujishige, Kenneth T.	1stLt	FR0083212	10 Oct 66	10250
Nowell, George L. Jr.	1stLt	FV3137122	14 Oct 66	10250
Kostopolus, William	SMSgt	AF16022692	1 Sep 66	43190
Doering, John H. Jr.	TSGt	AF36573605	1 Sep 66	A43170
Glehn, John F.	TSGt	AF17320453	1 Sep 66	A43170
Bequette, John L.	SMSgt	AF17436253	1 Sep 66	70270
Daniels, Norman F.	SMSgt	AF17276872	23 Sep 66	A43170
Colliflower, Howard S. Jr.	A1C	AF35547869	23 Sep 66	43150
Cutillo, David M.	A1C	AF12679668	29 Apr 66	A43150
Evans, Bobby G.	A1C	AF15593435	1 May 66	43250
House, Ronald R.	A1C	AF14723535	1 Sep 66	A43150
Mellen, Edward Jr.	A1C	AF12564054	1 Sep 66	A43150
Soderboom, Charles F.	A1C	AF16697007	23 Sep 66	A43150
Ellis, Percy A.	A2C	AF18675734	1 Sep 66	A43150
Lorenz, Charles A.	A2C	AF12596143	1 Sep 66	A43150

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HISTORY

OF

DETACHMENT 3

THIRTY-EIGHTH AIR RESCUE SQUADRON

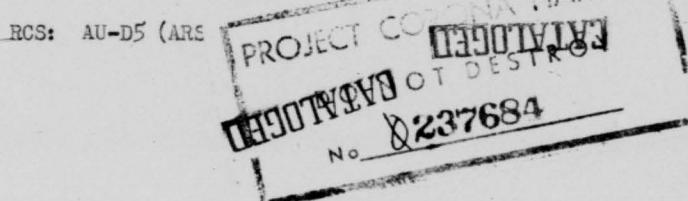
AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

UBON AIR BASE, THAILAND

1 October - 31 December 1965

RCS: AU-D5 (ARS)



Donald C. Tubbs

RONALD C. TUBBS
1st Lt, USAF
Historian

Henry P. Fogg

HENRY P. FOGG
Captain, USAF
Commander

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Det 3, 38 ARS Oct - Dec 65

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1. Unit. This unit has the official designation of Detachment 3, 38th Air Rescue Squadron (ARS). This designation was received on 1 October 1965. The unit was originally designated the Detachment Provisional 3rd (PAPC).

2. Period of History. This history encompasses the period of 1 October thru 31 December 1965.

3. Station. Detachment 3 is based at Ubon AB, Thailand. This base is located near the town of Ubon in northeastern Thailand, approximately 300 miles from Bangkok.

4. Assignment. Detachment 3 is assigned to the 8th Tactical Fighter Wing (F-4C) for the purpose of rendering LBR support.

5. Commander. Captain Henry P. Fogg, FV2221670, is the Detachment Commander. He replaced Captain William F. Cunningham, FR66312, on 4 October 1965.

6. Mission. The mission of Detachment 3 is to render LBR support to the 8th Tactical Fighter Wing. The unit mission is more hazardous than normal in the fact that the fighter aircraft carry ordnance for combat missions. In furnishing local support, the detachment has the normal range of 75NM to the north and west, but is limited to less than 50 miles to the east and south by the borders of Laos and Cambodia, respectively. Due to geographical location, Detachment 3 is not normally called upon to render ACR support, but could furnish such (with limited range), if required. Detachment 3 also has the capability of base support other than rescue if the primary mission is not jeopardized in any way.

7. Operations. Detachment 3 accumulated a total of 197:00 flying hours during the reporting period. This includes 94:00 hours for operational flights and 100:00 hours for training flights. Operational flights include 83:00 hours flown in precautionary orbit with the FSK in support of armed take-offs or in-flight emergencies and 11:00 hours for other base support missions. There were no combat missions flown during this period.

8. Personnel. This unit is manned by 6 officers and 13 enlisted men. Key personnel and duties are listed in Appendix A.

9. Equipment. The detachment is equipped with three Kaman HH-43B helicopters configured with the standard fire suppression and personnel recovery equipment.

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10. Additional Data and Remarks.

a. Unit Facilities. This unit enjoys exceptional relations with the host base and has constantly strived to improve them throughout the reporting period. Unit facilities furnished by the base include a 145' x 185' PSP helicopter pad located on the north end of the flight line and a 20' x 80' newly-constructed wooden building adjoining the pad which houses both operations and maintenance and in addition, serves as an alert facility. Both the operations area and the alert lounge are air-conditioned.

b. Problem Areas. During October, November and December, Detachment 3 encountered only one problem of major significance in carrying out its mission, and that was in the area of supply. Due to the low priority of an LBR unit in SEA, Detachment 3 has only maintained 2 of its 3 helicopters operational since 8 October. One helicopter has remained MORS throughout this period due to non-availability of parts. During December, however, supply channels in Thailand were re-organized and the problem appears to be slightly alleviated.

11. Appendixes. Appendix A, Key Personnel and Duties, page 3.

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APPENDIX A: Key Personnel and Duties.

Captain Henry P. Fogg, FV2221670	Commander
Captain JAY M. STRAYER, FR65501	Operations Officer
Captain Israel Freedman, FR72104	Maintenance Officer
Captain Gerald B. Van Grunsven, FV3105957	Safety Officer
1st Lt Ronald C. Tubbs, FR64116	Administrative Officer
1st Lt Joseph W. Sprague, FV3130576	Training Officer
SMSgt Donald J. Zecha, AF17179151	Maintenance Superintendent and NCOIC

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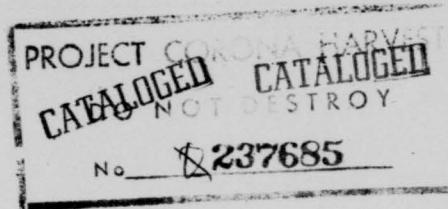
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UNIT HISTORY

RCS - AU - D5 (ARS)



Detachment 4

38th Air Rescue Squadron

3rd Aerospace Recovery and Rescue Group

Pacific Air Rescue Center

Air Rescue Service

Military Airlift Command

United States Air Force

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1. Unit. Detachment 4 of the 38th Air Rescue Squadron.
2. Period of History. 1 October 1965 to 31 December 1965.
3. Station. Korat Air Base, Thailand.
4. Assignment. Operational control is provided through the 6234th Tactical Fighter Wing Command Center. Logistic support is obtained through the 6234th Combat Support Group. Administration and Training are handled through the Detachment and the 38th Air Rescue Squadron.
5. Commander. Captain Jerome R. Luttinger, FV 941787, was assigned PCS Commander of the Detachment in replacement of Captain Harold D. Salem who was TDY Commander of this Detachment. Captain Luttinger assumed command VOCO on the 20th of October 1965.
6. Mission. The primary mission of this Detachment is to provide Local Base Rescue coverage for the 6234th Tactical Fighter Wing. The secondary mission is to provide helicopter base support.
7. Operations.
 - a. During the month of October the TDY personnel assigned to this Detachment were replaced by the first PCS personnel assigned to Detachment 4, 38th Air Rescue Squadron. There were no significant problems involved in the change, however some of the newly assigned personnel were not qualified in the HH-43B aircraft which presented a few minor problems initially.

Operationally the Detachment has been involved in a number of noteworthy missions during the quarter. On the tenth of October the 6234th Tactical Fighter Wing Command Post notified the Detachment of an accident at a GCI Site approximately fifty nautical miles from this station. A truck with a work crew had overturned near the base of a hill on which the site was located and twenty two persons had received injuries. At 1215 Rescue 93 departed Korat Air Base with one Flight Surgeon on board. Rescue 93 arrived on the scene at 1300 and proceeded to pick up one litter patient and one ambulatory patient. These two more seriously injured personnel were transported to the 31st Field Hospital arriving in Korat at 1415.

On the 20th of October the Detachment received a call from the Wing Command Post, at 1912 of a medical evacuation mission from a GCI Site. Once again a ground accident had injured two American Army personnel. At 1958 hours, Rescue 44 departed Korat Air Base for the GCI Site and arrived at the site approximately fifty minutes later. Rescue 44 was directed to the sight via the Korat GCA and landed on a helo pad approximately 3 miles north of the site.

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The pad was illuminated by the lights of a number of trucks surrounding the pad. By 2110 hours, Rescue 44 had departed the Site for Korat where the two patients were transferred to the 31st Field Hospital.

At 1500 hours on the 4th of November Wing Command Post notified this Detachment of a medical evacuation from an Army Engineer Camp located twenty seven nautical miles south of Korat. Since only one aircraft was in commission at the time, the Command Post did not release an aircraft for the evacuation until the tactical flying at Korat had terminated. At 1635 hours, Rescue 44 was released and was enroute to the camp. Two Thailand Nationals had received severe injuries while attempting to clear an area of large trees when a tree fell on a grader which they were operating. One man had been evacuated by ambulance earlier and we were later informed of his death shortly after his arrival at the 31st Field Hospital. Rescue 44 picked up the other litter patient and returned with him to the 31st Field Hospital, Korat Air Base, at 1730 hours. We were subsequently informed by Army Medical personnel that the patient who had been evacuated by helicopter had survived possibly due to his rapid evacuation.

On 9 November at 1630 hours, Detachment 4 was notified of a pending search mission. Four ECAFE members (a United Nations organization) had been missing since 7 November near the Kheo Yai River. Due to impending darkness it was agreed through Wing Command Post to postpone the search until the following morning. At 0525 hours on the 10th of November Rescue 44 was airborne. The rescue commitment at Korat Air Base was maintained by an HH-43B from Detachment 5, 38th Air Rescue Squadron, which arrived early on the morning of the 10th, since this Detachment had only one helicopter in commission. The search site was approximately forty five nautical miles to the West of Korat. Rescue 44 arrived on scene at 0620 hours. At 0650 hours, Rescue 44 spotted smoke coming from an area near the bottom of a deep tree lined gorge. After making several passes over the area one of the survivors was spotted. Due to the rugged terrain there were no landing sites available, therefore it was decided to lower a man on the hoist to determine if medical assistance was required by the survivors. It was discovered that one member of the party had suffered a minor injury. Rescue 44 then flew to a nearby Army Camp and directed a ground party to the survivors. All four members were led out of the area safely.

On the 29th of November, Detachment 4 received a third HH-43B (60-0280) from Detachment 5, 38th Air Rescue Squadron.

A notification from the Korat Air Base tower was received by this Detachment on 1242 hours on the 8th of December of a bailout thirty nine nautical miles north of this Station. Rescue 44 departed Korat Air Base at 1244 hours and located the downed pilot at 1309 hours. The pilot had sustained no injuries and was returned to Korat at 1420 hours after locating the aircraft wreckage.

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During the following days a number of support missions were flown to the crash site for purposes of extracting the wreckage. A total of thirty five hours plus fifty five minutes were flown in support of this mission to the present time.

One of the most persistent problems encountered by this Detachment during this quarter has been in the area of Supply. Our NORS rate for this period has been 7.3 per cent for October, 36.9 per cent for November and 23.5 per cent for December. In Commission rates have been 91.8 per cent, 58.2 per cent and 69.8 per cent respectively. Base supply on Korat Air Base has just recently been established and on the 22nd of December base supply assumed our account.

Training during this period has been less than normal due to lack of fire pit equipment and flyable aircraft. With the exception of fire suppression training, all training requirements will be met. Necessary ground training for upgrading non-rated personnel from un-qualified to qualified is now being accomplished.

8. Personnel.

Captain Jerome R. Luttinger, FV 941787
Detachment Commander

Captain John S. Lapham, FR 27310
Administrative Officer

Captain Ellis E. Wallace, FV 3083306
Operations and Training Officer

Captain Lew E. Phillips, FV 3117404
Maintenance and Supply Officer

1st Lt Gary N. Beson, FV 3131803
Safety Officer

Captain Donald J. Couture, FR 29974 arrived this station on 27 December 1965.

SMSgt Joseph J. Jeziorno, AF 32036303
Maintenance Superintendent

SSgt Arthur L. Foster, AF 13476513
Flight Chief

SSgt Nolan P. Pearson, AF 14087511
Line Chief

SSgt Vernon R. Kolander, AF 27353728
Engine Specialist and Supply Sergeant

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9. Equipment.

Three (3) HH-43B aircraft

58-1845

59-1586

60-0280

Two (2) Fire Suppression Kits

6610551

561075

10. No additional remarks.

11. The following listed appendixes are attached:

A. Appendix A, Summary of Flying Activities

12. The following listed orders are attached:

Special Order P-374 dated 18 November 1965 appointing Captain Jerome R. Luttinger as Detachment Commander

Special Order 126 dated 21 December 1965 assigning additional duties

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APPENDIX A SUMMARY OF FLYING ACTIVITIES

MISSIONS	NO OF SORTIES	OBJECTIVES	TYPE AND NO OF ARS A/C LOST	NO OF ARS MEN LOST, MISSING, WOUNDED
4-872-10	1	Med Evac	0	0
4-873-28	1	Med Evac	0	0
4-874-4	1	Med Evac	0	0
4-875-10	1	Search	0	0
- 4-8	1	Search & Rescue	0	0

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HEADQUARTERS
13602d AIR BASE GROUP
AIR PHOTOGRAPHIC AND CHARTING SERVICE (APTS)
UNITED STATES AIR FORCE
ORLANDO AIR FORCE BASE, FLORIDA

SPECIAL ORDER

P-374

13 November 1965

1. MSGT CARL E SORENSEN, AF32425345, 31 ARSq, APO San Francisco, 96274, is assigned duty as Maintenance Technician, Maintenance Section, DAFSC 43171A, (PEC 765) Functional Code 2200, effective 1 Nov 65. CARSC 43171A. DEROS: 30 Apr 67.
2. ALC BENNIE M BARRAS, AF14493060, 31 ARSq, APO San Francisco, 96274, is assigned duty as Flight Mechanic, Operations, DAFSC A43151A, (PEC 765) Functional Code 3110, effective 3 Nov 65. CARSC A43151A. DEROS: 30 Apr 65.
3. ALC HUGH P CHEATHAM, AF15591937, 31 ARSq, APO San Francisco, 96274, is assigned duty as Personnel Specialist, Administration, DAFSC 73250, (PEC 765) Functional Code 3100A, effective 2 Nov 65. CARSC 73250. DEROS: 30 Apr 67.
4. A2C JOSEPH L COMER, AF19703459, 31 ARSq, APO San Francisco, 96274, is assigned duty as Aircraft Electrical Navigation Equipment Repairman, C & E, DAFSC 30151, (PEC 765) Functional Code 2412, effective 3 Nov 65. CARSC 30151. DEROS: 30 Apr 67.
5. ALC WILLIAM C ALVERSON, AF14063968, 31 ARSq, APO San Francisco, 96274, is assigned duty as Aircraft Mechanic, Maintenance, DAFSC 43151A, (PEC 765) Functional Code 3110, effective 2 Nov 65. CARSC 43151A. DEROS: 29 Apr 67.
6. CAPT BRUCE R RAUHE, AF28741, 76 ARSq, APO San Francisco, 96553, is relieved from duty as HC-97 First Pilot, Operations, DAFSC 1035Z, Functional Code 3110, and assigned duty as HC-97 Rescue Crew Commander, Operations, DAFSC 1035Z, (PEC 765) Functional Code 3110, effective 8 Oct 65.
7. A2C GEORGE A PHINN, AF12702815, 76 ARSq, APO San Francisco, 96553, is assigned duty as HC-97 Mechanic, Maintenance, DAFSC 43151A, (PEC 765) Functional Code 2200, effective 27 Sep 65. CARSC 43131A. DEROS: 30 Nov 67. Airman continued OJT-B for AFSC 43151A.
8. The DAFSC of A2C RAYMOND V WILSON, AF23478665, 76 ARSq, APO San Francisco, 96553, is changed from 43131A to 43151A, effective 1 Nov 65. No change in Duty Title or Functional Code.
9. The DAFSC of ALC KENNETH C REITER, AF13772727, 76 ARSq, APO San Francisco, 96553, is changed from 43131A, to 43151A, effective 1 Nov 65. No change in Duty Title or Functional Code.
10. TSGT JACKIE HENERSON, AF14412135, 38 ARSq, APO San Francisco, 96307, is assigned duty as Command and Control Technician, Command Post, DAFSC 27470, (PEC 765) Functional Code 1350, effective 25 Aug 65. CARSC 27470. DEROS: 2 Oct 66.

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SO P-374, 1360 ABGP, APCS, (MATS), USAF, Orlando AFB, Fla, 18 Nov 65

11. CAPT JOHN S LAPHAM, FR27310, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as HH-43B Rescue Crew Commander, Operations, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

12. CAPT ELLIS E WALLACE, FV3083306, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as Rescue Crew Commander HH-43B, Operations, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

13. CAPT JEROME R LUTTINGER, FV941787, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as Detachment Commander, Command, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

14. CAPT LEW E PHILLIPS, FV3117404, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as HH-43B Rescue Crew Commander, Operations, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

15. 1ST LT GARY N BESON, FV3131803, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as HH-43B Rescue Crew Commander, Operations, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

16. A1C LAWRENCE E COOPER, AF14401785, Det 6, 38 ARSq, APO San Francisco, 96227, is assigned duty as Helicopter Mechanic, Maintenance, DAFSC A43150, (PEC 765) Functional Code 2200, effective 26 Sep 65. CAFSC A43150. DEROS: 22 Sep 66.

17. CAPT RONALD L BACHMAN, FR66227, Det 6, 38 ARSq, APO San Francisco, 96227, is assigned duty as Helicopter Pilot, Operations, DAFSC 1025C, (PEC 765) Functional Code 2200, effective 31 Oct 65. DEROS: 29 Oct 66.

18. CAPT KARL G KING, FV3103564, Det 6, 38 ARSq, APO San Francisco, 96227, is assigned duty as Helicopter Pilot, HH-43B, Operations, DAFSC 1025C, (PEC 765) Functional Code 2200, effective 31 Oct 65. DEROS: 29 Oct 66.

19. A1C EARNEST G PARKER, AF19646709, Det 7, 38 ARSq, APO San Francisco, 96337, is assigned duty as Helicopter Mechanic, Maintenance, DAFSC A43150, (PEC 765) Functional Code 3100C, effective 4 Oct 65. CAFSC A43150. DEROS: 29 Sep 66.

20. SSGT WILLIAM HOPKINS, AF12376688, Det 7, 38 ARSq, APO San Francisco, 96337, is assigned duty as Administrative Specialist, Operations, DAFSC 70250, (PEC 765) Functional Code 3100C, effective 13 Sep 65. CAFSC 70250. DEROS: 7 Sep 66. Airman entered OJT-D for AFSC 70250. Estimated date of completion May 66.

FOR THE COMMANDER

Corene Brooks

CORENE BROOKS

Major, USAF

Chief, Military Personnel

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
126

21 December 1965

1. The following officers Det 4, 38th Air Rescue Squadron, APO San Francisco 96307, are assigned additional duties as indicated.

CPT JOHN S. LAPHAM, FV 7310

Administrative Officer
Security Officer
Manuals Control Officer
OJP Administrator

CAPT ELLIS E. WALLACE, FV3083306

Operations Officer
Training Officer
Disaster Control Officer

CAPT JEW B. PHILLIPS, FV3117404

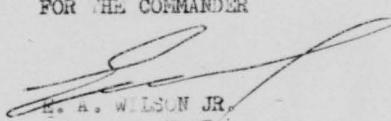
Maintenance Officer
Supply Officer
Foreign Object Damage Officer
Corrosion Control Officer
Flight and Balance Officer

ST LT GARY L. BESON, FV313180

Safety Officer
Information Officer

2. A1C ALBERT B. SLABINSKI, AF11304780, this unit, this sta, is designated Fire Warden for Hootch 710 vice SSgt WILLIAM M. FOSDICK, AF17541916

FOR THE COMMANDER


H. A. WILSON JR.
CWO, W-4, USAF
Administrative Services Officer

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5 Each individual
10 38th ARS
10 1360th ABGp
1 Det 4, 38th ARS
1 ARS ARDAS
1 ARS AREDC

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HISTORY

OF

DET 5 38TH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

UDORN AIR BASE, THAILAND

1 October - 31 December 1965

RCS: AU-05 (ARS)



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Robert W. Letton
1/Lt., USAF
Historian

Baylor R. Haynes
Major, USAF
Commander

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SECTION ONE

HISTORICAL DATA

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DET 5 38TH AIR RESCUE SQUADRON

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HISTORY

DET 5 38TH AIR RESCUE SQUADRON

1. UNIT.

The official designation of the unit this history is written about is Det 5 38th Air Rescue Squadron located at Udorn Air Base, Thailand. Part of the Det, the CH-3C/HH-3C unit, was formed in the States at Stead Air Force Base, Nevada during the period of 23 August to 30 September 1965. While at Stead AFB, aircrews attended a special combat crew training course set up by headquarters Air Rescue Service under the code name of "Limelight 36".

A special airlift force consisting of three C-130 aircraft airlifted the unit to its overseas base on 30 September. The unit was in place at its base of assignment, Udorn Air Base, on 4 October 1965. They joined up with the rest of Det 5 at Udorn AB, which was the HH-43 unit which up till that time had been aiding in the Air Crew Recovery (ACR) mission.

Almost immediately, the unit took over the ACR mission in Laos and North Vietnam. Aircrews were sent TDY to Det 1 located at Nakhon Phanom Air Base, Thailand for the purpose of getting route and area check outs of the forward operating bases. After these check outs were completed, Det 5 took over the ACR mission which had been assigned to Det 1.

2. PERIOD OF HISTORY.

The period of history covered in this report is 1 October to 31 December 1965.

3. STATION.

The home base of operation for Det 5 is Udorn Air Base, Thailand. The base is located in the north central part of Thailand (approximately 250 miles NNE of Bangkok). Udorn AB is approximately 3½ miles SSE from the town of Udorn. There are about 1500 military personnel at the base while the town has a population of around 40,000.

Due to the large area assigned to Det 5 for Air Crew Recovery, flight crews and helicopters must operate TDY out of a couple of forward operating bases. One of these bases is Nakhon Phanom Air

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Base, Thailand. Nakhon Phanom AB is located in eastern Thailand about 10 miles from the border of Laos. There is also a classified forward operating base located in Laos about 150 miles north of Udon AB.

4. ASSIGNMENT

Det 5 is assigned to the 38th Air Rescue Squadron which has its headquarters at Ton Son Nhut Air Base, South Vietnam. The Second Air Division of Thailand has operational control over all aircraft in Thailand. The 13th Air Force is responsible for logistical and administrative support of all Air Bases in Thailand. All FRAG'S for missions for Det 5 come from the 38th ARS through 2nd Air Division located at Udon AB.

5. COMMANDER.

The Commander of Det 5 is Major Baylor Ray Haynes, FR43281. He has been the Commander of Det 5 since arriving at Udorn AB on the 4th of October 1965. Orders assigning Major Haynes as Commander were cut on 10 November 1965 (see attach 4). He has the responsibility of carrying out the ACR mission in Laos and North Vietnam plus the LBR mission at Udorn AB. To accomplish this mission, he must control and direct operations at Udorn AB plus the aircrews and aircraft TOW at two forward operating bases.

6. MISSION.

The primary mission of Det 5 is Air Crew Recovery (ACR) for all of Laos and North Vietnam. This is a very difficult and sometimes very dangerous mission and requires the quickest reaction time possible to save the lives of downed pilots. To do this mission, Det 5 presently has six HH-3C long range helicopters which operate from at least two forward operating bases. The secondary mission of Det 5 is to provide LBR at Udon AB, which is the primary recovery base in northern Thailand for battle damaged aircraft returning from combat strikes in Laos or North Vietnam. Presently the LBR mission is being carried out with three HH-43 helicopters.

7. OPERATIONS

The ACR mission is carried out by having two HH-3C helicopters on tactical strip alert at Nakhon Phanom AB and two others on tactical strip alert at a classified site each day. This requires sending aircrews and aircraft TDY to those forward operating bases. A lot of support equipment must be maintained at these bases for minor maintenance and the support of the aircrews on TDY.

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Due to the requirement of four HH-3C helicopters for tactical alert each day, there has been very little training for flight crews. Usually the other two HH-3C helicopters are undergoing maintenance for minor repairs so they will be in commission in case one of the alert helicopters should go out of commission. Operations is able to get a helicopter for a couple of hours of training several days a week. The training outlook for the future looks better than it has in the past.

During the period covered by this history, Det 5 has been severely hindered by the lack of survival equipment for flying crews. Some of the flight crews have gone on rescue missions with inadequate survival equipment. There has been a definite shortage of survival radios (URC-10's and URC-11's). No survival knives have been issued to any of the crews and hardly any of the flying crews have the tropical combat boots.

Maintenance has had one major problem to contend with, that of not being able to get replacement parts for keeping the helicopters in commission. There seems to be a block in the supply lines and parts do not move very quickly from the States. Also maintenance has not received some of the required equipment needed for the repairing and testing of radio and navigation equipment. Other than this, maintenance has done an excellent job of keeping the required number of helicopters in commission for the daily alert requirement.

The administration section of Det 5 has been hurt by the lack of clerks and typists. This has hindered getting reports and required paperwork out on time. At the present time a couple of typists have been loaned to Det 5 to help out until needed replacements arrive.

A section of this history contains a detailed narrative account of all combat missions which involve personnel recovery and those non-combat missions which are of historical significance. There is also a table which has a summary of flying activities for the above mentioned combat missions. (see attach 2)

8. PERSONNEL.

At the present time there are 117 personnel assigned to Det 5. There are 35 officers and 82 enlisted personnel on PCS orders from the States. Currently there are two officers and one enlisted man missing in action since 6 November 1965. There has been no IMD set up to show the authorized Manning for Det 5. Attachment 3 shows a list of key personnel and their duties other than flying for Det 5.

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9. EQUIPMENT.

Det 5 has six HH-3C helicopters, one CH-3C helicopter, and three HH-43 helicopters assigned for the purpose of ACR and LBR. The HH-3C is a new long range rescue helicopter which is a modified version of the CH-3C. The CH-3C helicopter in the near future will be assigned to TAC at Ton Son Nhut Air Base, South Vietnam.

During the months of October and November 1965, the ACR was carried out with two CH-3C and several HH-43 helicopters. One of the CH-3C's was lost to enemy fire on 6 November 1965. This left only one CH-3C to cover the ACR mission with the HH-43's. During the months of November and December, six HH-3C helicopters were received from the States. The dates of arrival of the HH-3C's were: two on 10 November, two on 16 November, and the last two arrived on 9 December 1965.

After the arrival of the new HH-3C helicopters, several of the HH-43 helicopters were sent to other Det's located in South Vietnam and one to Don Maung AB, Thailand. Two were sent to Takhi, two to Pleiku, two to Binh Thuy, and this left three HH-43 helicopters at Udorn AB for LBR.

10. ADDITIONAL DATA.

On 6 November 1965, a CH-3C helicopter was shot down over North Vietnam while on a rescue mission. The helicopter, 63-9685, was hit by enemy ground fire as it approached the recovery area. The four crew members bailed out and were observed to parachute safely to the ground. A Navy helicopter was able to pick up one of the crew members, SSgt Berkley E. Naagle, after dark that night. All attempts at rescue of the other three crew members failed. They are now listed as missing in action.

Crew Members Missing In Action:

RCC Capt Warren R. Lilly
CP 1/Lt Jerry A. Singleton
PJ SSgt Arthur Cormier

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TABLE OF RESCUE MISSIONS

DATE	NUMBER OF SORTIES	OBJECTIVES	TYPE AND NUMBER OF ARS A/C LOST	NUMBER OF ARS MEN LOST
13 October 65	1	Rescue of downed F-105 Pilot	0	0
28 October 65	2	Rescue of two downed F-4C Pilots	0	0
1 November 65	3	Rescue of downed A-4D Navy Pilot	0	0
6 November 65	1	Attempted Rescue of downed A-1E Pilot	1 CH-3C	3
7 November 65	2	Rescue of two Navy helicopter crew members	0	0
18 November 65	2	Rescue of downed F-105 Pilot	0	0
19 December 65	2	Rescue of two downed F-4C Pilots	0	0
21 December 65	2	Rescue of downed F-105 Pilot	0	0
29 December 65	2	Rescue of Thai AF T-33 Pilot Udorn AB	0	0

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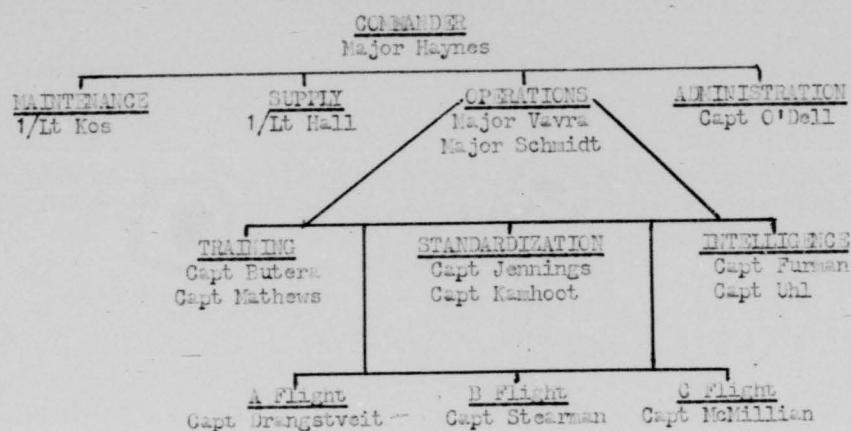
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DET 5 COMMAND STRUCTURE



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ADDITIONAL DUTIES OF DET 5 PERSONNEL

MAJOR HAYNES, Baylor R.	Commander
MAJOR VAVARA, Donald A.	Operations
MAJOR SCHMIDT, Frank A.	Operations
CAPT STEARMAN, Palmer L.	HH-3C Flight Commander
CAPT DRANGSTVEIT, Erling R.	HH-3C Flight Commander
CAPT McMILLIAN, Charles E.	HH-43 Flight Commander
CAPT O'DELL, James C.	Administration Officer
CAPT BERDEAUX, Donald R.	Personnel Officer
CAPT JENNINGS, Jerry W.	Standardization
CAPT MATTHEWS, Raymond H.	Training
CAPT KAMHOOT, Norman B.	Standardization
CAPT BUTERA, James L.	Training
CAPT UHL, William R.	Security & Intelligence
CAPT FURNAN Robert D.	Form 5 & Intelligence
CAPT HENRY, David C.	Safety
CAPT HARDY, Dale V.	Safety
CAPT MENKLEY, Robert A.	Awards & Decorations
CAPT HENDRICKSON, Francis E.	Awards & Decorations
CAPT RUSH, Charles P.	Awards & Decorations
1/LT GRIFFIS, Kenneth G.	HH-43 Training
1/LT GUILMARTIN, John F. Jr.	Asst Intelligence Officer
1/LT BRIDGE, Jason K.	Training
1/LT HALL, Jerry B.	Supply Officer
1/LT KIMSEY, Forest M.	Manuals Control & PIF
1/LT KOS, James J.	Maintenance Officer
1/LT LETTON, Robert W.	Historical Officer
1/LT RICE, Lawrence C.	Manuals Control & PIF
1/LT SANS, Richard J.	PIF Officer

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
108

10 November 1965

1. Each of the following officers is designated as Detachment Commander of unit indicated: Effective this date.

Detachment 2, 38th Air Rescue Squadron, APO San Francisco 96273
CAPT EDWIN J. CHRISTY, FV2226948

Detachment 3, 38th Air Rescue Squadron, APO San Francisco 96304
CAPT HENRY P. FOGG, FR72104

Detachment 5, 38th Air Rescue Squadron, APO San Francisco 96237
MAJ BAYLOR R. HAYNES, FR43281

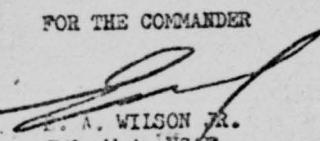
Detachment 6, 38th Air Rescue Squadron, APO San Francisco 96227
MAJ WILLIAM T. HAYES JR., FV1912224

Detachment 9, 38th Air Rescue Squadron, APO San Francisco 96295
CAPT RICHARD R. COWLES, FV3035636

Detachment Provisional First, 38th Air Rescue Squadron, APO San Francisco 96312
CAPT RICHARD C. PFADENHAUER, FV3036912

2. CAPT JEROME R. LUTTINGER, FV941787, is designated as Detachment Commander of Det 4, 38th Air Rescue Squadron, APO San Francisco 96233, effective this date, vice CAPT HAROLD D SALEM, FV3027257, relieved.

FOR THE COMMANDER


Lt. A. WILSON JR.
CNO, W-4, USAF
Administrative Services Officer

DISTRIBUTION
5 Individual
10 38th ARS
10 1360 ABG
5 Each Det
1 ARS ARDAS
1 ARS ARBDC

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SECTION TWO

MARRATIVES OF RESCUE MISSIONS

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NARRATIVE OF RESCUE MISSION

On 13 October 1965, a CH-3C helicopter departed a classified forward operating base in Laos for the purpose of locating and recovering a downed pilot whose jet was shot down while on a mission over North Vietnam. Enroute to the area, it was discovered that radio direction finding systems were inoperative which made it impossible to home in on radio signals transmitted by the downed pilot. While being directed by a rescue C-54 to the general vicinity of the downed pilot, the aircraft encountered anti-aircraft fire, but the pilot placed the aircraft behind a protective ridge. The pilot was forced to fly three low passes very slowly over the extremely dense and hazardous tangle of forest and brush in order to get a visual contact on the downed pilot. It was discovered that the hoist would not work and that a hovering pickup therefore would be impossible. Radio contact was made with the downed pilot and he was instructed to move into an open area so a landing could be made. The helicopter was fired upon by ground troops and fighter cover was called in and they provided suppressive fire actually keeping the hostile ground party pinned down while the helicopter maneuvered for a pickup. The downed pilot was spotted and the rescue pilot landed in a tangle of vines, crushing them down with the aircraft until the downed pilot was within reach of the para rescue crewmember stationed at the door of the helicopter. The downed pilot was bodily pulled into the aircraft and the helicopter departed. The C-54 and fighter cover directed the helicopter back to its classified landing site. During the return trip to friendly territory, the helicopter was again subjected to anti-aircraft fire.

Crew Members:

RCC Capt Jerry V. Jennings
CP Capt James C. O'Dell
Hd. S/Sgt Harold R. Schrader
PJ T/Sgt William G. Daniels

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NARRATIVE OF RESCUE MISSION

On 28 October 1965, two HH-43F helicopters departed Nakhon Phanom Air Base to locate and recover two pilots whose jet aircraft had been shot down while on a mission over North Vietnam. Immediately upon reaching the area, the lead helicopter checked in with the HU-16 which was directing the operation, and received vectors to one of the downed pilots chute. While "Pedro 1" (lead helicopter) proceeded with the recovery of the downed pilot, the HU-16 spotted the second parachute and directed "Pedro 2" to the area. Pedro 2 made three low passes over the immediate area before the second survivor was sighted. The distressed pilot was standing in elephant grass approximately twelve feet tall, with 100 feet trees surrounding him. The hoist was lowered and the survivor was brought safely into the helicopter. The pilot had to exceed the torque limitations of his aircraft in order to be able to maintain his precarious hovering position over the tall trees. While leaving the area, Pedro 2 was fired upon by hostile forces, but was able to escape undamaged. Enroute back to Nakhon Phanom, the flight mechanic did an outstanding job of administering first aid to the rescued pilot who had suffered several cuts and burns. The only paramedic on the scene was in the lead helicopter, Pedro 1.

Crew Members "Pedro 1":

RCC Capt Donald R. Berdeaux
CP Capt William R. Uhl
HM A/1C Lyle J. Tadewald
PJ A/1C Harry W. Birtel

Crew Members "Pedro 2":

RCC Capt Charles E. McMillan
CP Capt Charles P. Rush
HM A/2C Andrew C. Paparella

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NARRATIVE OF RESCUE MISSION

On 1 November 1965, a CH-3C helicopter departed Nakhon Phanom Air Base for the purpose of locating and recovering an American pilot whose jet aircraft had been shot down while on a mission over North Vietnam. The CH-3C helicopter took off on this normally hazardous mission handicapped by the following: the TACAN and ARA-25 navigation systems were inoperative, the rescue hoist would only operate from the pilot's position, and due to a critical shortage at the base, there was insufficient personal survival equipment aboard for the crew. Two HH-43 Rescue helicopters had previously been scrambled from the same base on the same mission but had been forced to return due to minimum fuel. Enroute to the area, the CH-3C was intercepted by A-1E aircraft which were to provide escort and suppressive fire power as needed. Upon entering the area, the A-1E escort aircraft went in low over the area and did not draw any ground fire so the CH-3C was taken in for a close look. The CH-3C pilot decided to start a search along a line and a personnel locator "beeper" tone was heard by one of the A-1E pilots. At almost the same time, the CH-3C copilot caught a fleeting glimpse of a pen gun flare. As the approach to the spot where the flare was sighted was started, a garbled and excited voice came over the air on the emergency UHF frequency. The area from which the flare had been fired was in a shallow valley on the side of a high mountain. Finally, after talking to the survivor, the CH-3C crew was able to pick out his location. The flight mechanic spotted the downed pilot in an area surrounded by very high trees waving his "T" shirt. The downed pilot had stated that he was injured, so the decision was made to lower the paramedic to the ground, hoping that he could then help the injured pilot to a better location for the pick up. The paramedic was lowered through the trees and when all the available hoist cable had been extended (200 feet), he was still 15 feet from the ground. He then dropped the rest of the way, crashing through the dense tangle of underbrush. He located the injured man and half carried, half dragged him through the forest to an area which he thought would be suitable for a pick up. Throughout all this the helicopter pilot had been maintaining a steady hover with the nose of the aircraft brushing the top of one tree and rotor tip clearance of two feet from another tree towering up on the right side. Suddenly the co-pilot noticed a high transmission oil temperature and low pressure. The pilot moved the helicopter and flew around letting the airflow around the transmission dissipate the excess heat. When the temperature and pressure were back within limits, the helicopter returned and was directed over the spot where the paramedic and survivor were by the two flight mechanics. The hoist was lowered with two "horse collars", both men were brought up at the same time. The CH-3C then headed for Nakhon Phanom, one hour and

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eighteen minutes after reaching the objective area. During the return flight, the paramedic, assisted by one of the flight mechanics, administered excellent first aid to the survivor.

Crew Members:

RCC Capt. Warren R. Lilly
CP 1/Lt Jerry A. Singleton
HM T/Sgt Spence C. Heywood
HM T/Sgt William J. Warren
PJ S/Sgt Arthur Cormier

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NARRATIVE OF RESCUE MISSION

At 2250 Z on 6 November 1965, Jolly Green 76 (CH-3C) departed Nakhon Phanom Air Base with a refueling stop scheduled at a forward operating base. Jolly Green 76 refueled and continued on with its mission of attempting rescue of downed Jolly Green 85 crew lost to enemy fire at 0530Z on 6 November. Jolly Green 76 was escorted by five A-1E aircraft who were to provide cover and suppressive fire power as needed. Enroute to the objective area, Jolly Green 76 was advised that a Navy HSS-2 rescue helicopter had been damaged by hostile fire and had been forced to land in hostile territory. Jolly Green 76 was diverted from its original mission and proceeded to the area of the downed Navy HSS-2, which was about 35 miles south of Jolly Green 85 coordinates. While enroute to the area, a Navy UH-2B helicopter picked up two of the four downed crewmen, but being limited in hovering capability at that altitude (4500 Feet MSL), had been forced to leave the pilot and copilot of the downed HSS-2. Jolly Green 76 made their first sighting of the distressed aircraft while at an altitude of 9300 feet MSL, and began an immediate descent at maximum rate simultaneously jettisoning all auxiliary fuel to decrease gross weight. A Navy A-1H aircraft recommended a final approach heading for the pick up, and flew this approach at tree top level attempting to draw ground fire. There was no ground fire observed, so Jolly Green 76 initiated a slow final approach and evaluated the power required to hover. A Hover out of ground effect would be required, and in order to use the least amount of power and avoid overheating the engines and transmission, the hover would have to be maintained in a small area which put the tip path of the rotor 10 to 12 feet from the surrounding trees. While the flight mechanic operated the hoist, the copilot monitored the controls and engine instruments. As the second survivor was being picked up, the fire warning light for number one engine came on. As soon as the survivor was aboard, an immediate take off at max power was made, and the fire warning light went out as the airflow through the engine was increased. The take off and climb were normal and level off was at 10,300 feet. Jolly Green 76 was escorted to a forward operating base where the survivors were picked up and flown back to their ship.

Crew Members:

RCC Capt Norman B. Kamhoot
CP Capt Robert A. Weekley
HN T/Sgt William J. Warren
PJ M/Sgt William G. Daniels

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NARRATIVE OF RESCUE MISSION

On 18 November 1965, two rescue HH-43 helicopters, "Pedro 1" and "Pedro 2" were scrambled from Nakhon Phanom Air Base to pick up a pilot who had bailed out of his F-105 after it had been severely damaged by hostile fire. The downed pilot's position had been plotted as being dangerously close to confirmed concentrations of hostile anti-aircraft emplacements, and in the same area that an HH-43 helicopter had been shot down while attempting a rescue operation in September 1965. Enroute to the area, Pedro 1 and 2 encountered weather and rain of such intensity that portions of the rubber covering was peeled off the rotor blades of Pedro 1. Positive contact with the downed pilot had not been established when the Pedros arrived on the scene. A search was initiated by both helicopters and the general area was thoroughly explored for fifteen minutes. An emergency "beeper" tone was suddenly heard by Pedro 1 and voice contact was established between the downed pilot and the helicopter. A flare from the distressed crewman revealed his exact position to Pedro 2, who directed Pedro 1 to the spot. The helicopter was brought to a perfect hover over the pilot who was tangled in a dense mass of limbs and vines. With the aid of the hoist, and after five minutes of maintaining a motionless hover, the pilot was brought safely into the helicopter, and the return trip was started. As Pedro 1 moved away, there was an unidentified movement in some bushes nearby. It was thought that the movement might have been made by some natives, but there was no ground fire encountered and the departure was executed safely. Both helicopters returned safely to Nakhon Phanom Air Base.

Crew Members "Pedro 1"

RCC Capt John B. Reiderich
CP 1/LT Charles R. Sweet
HM A/2C Charles E. Veasey
PJ A/1C Harry W. Birtel

Crew Members "Pedro 2"

RCC 1/LT Frederick T. Dykes
CP 1/LT Kenneth G. Griffis
HM A/2C Philip D. Carlson

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NARRATIVE OF RESCUE MISSION

During normal strip alert on 19 December 1965 at Nakhon Phanom Air Base, the crews of Jolly Green 33 and 27 were notified of a "Mayday" by Invert radar. An F-4C had encountered battle damage over North Vietnam and the crew was anticipating ejecting. At 0927Z Invert radar advised the crews to scramble as the damaged aircraft was proceeding toward their area. Both helicopters took off and were given an initial intercept heading by Invert. On a heading of approximately 250° at about 0948Z a column of black smoke was sighted and the helicopters proceeded towards the smoke. Invert advised that two chutes had been spotted and the positions were 269° Radial at 29 miles and the other one on the 270° Radial at 32 miles of channel 65 TACAN. Jolly Green 27 diverted to the 270° radial position and Jolly Green 33 set up a search for the pilot located on the 269° Radial. The helicopters were receiving one good beeper signal and one intermittently plus receiving one of the downed pilots voice radio on guard channel. One of the pilots used his signal mirror and was immediately picked up by Jolly Green 27. The other pilot ignited a smoke bomb and attracted the attention of Jolly Green 33. The trees were dense where the pilot was and the helicopter directed him to move to a clearing about 200 feet away. A low hover was established and the pilot was picked up. Neither of the downed pilots were injured and they were taken back to Nakhon Phanom and later to Udon Air Base, Thailand.

Crew Members "Jolly Green 33"

RCC Capt Norman D. Kamhoot
CP Capt Charles P. Rush
HM SSgt Theodore M. Youngblood
PJ A/1C Harry W. Birtel

Crew Members "Jolly Green 27"

RCC Capt Robert D. Furman
CP Capt Dale V. Hardy
HM SSgt Berkley E. Naugle
PJ A/1C Robert E. Crites

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NARRATIVE OF RESCUE MISSION

On 21 December 1965 at 0025Z, the Jolly Green aircraft pulling strip alert at Nakhon Phanom Air Base were notified by local GCI radar unit that an aircraft was down at coordinates 18 00 N, 105 50 E, a position in North Vietnam. The two helicopters, Jolly Green 27 and Jolly Green 33, scrambled and established a course to take them around some of the heavier known concentrations of hostile AA. Upon reaching the objective area, the weather was found to be extremely poor for a crew recovery operation. The mountains were obscured by a layer of clouds which stretched east all the way across the "panhandle" of the DRV. One of the A-1E aircraft found a hole in the undercast and dropped down to begin an electronic search while both helicopters orbited above. The A-1E reported a firm position on the downed pilot, but the problem of descending to execute a pickup had been seriously compounded by the fact that the holes in the undercast had closed up. The A-1E aircraft gave the helicopters steers by UHF-DF and a description of the terrain below the undercast. The Jolly Green helicopters entered the clouds at 5,000 feet and broke out at 2,500 feet with mountains on both sides and about 900 feet above the valley floor. The A-1E lead the helicopters to the area of the downed pilot, and the lead helicopter saw a pen flare. A high speed, low altitude pass over the spot revealed a chute but due to the tall trees and dense vegetation, they were unable to see the pilot. A hover was established over the chute and the flight mechanic spotted the downed pilot almost immediately. The pilot was picked up out of the dense undergrowth from a point on a steep slope, about 200 feet from the top of a mountain. Due to the terrain, the pilot of the helicopter had to make his takeoff over a small road and a village. Just before reaching the village, a double burst of AA fire made the helicopter lurch violently into an extreme nose down attitude, knocking all occupants in the cabin to the floor. The pilot regained control of the aircraft and employing evasive flying techniques, made a maximum performance climb and departure. The climb back through the clouds and the remainder of the trip back to Nakhon Phanom was completed without incident.

Crew Members "Jolly Green 27"
RCC Capt James L. Putera
CP Capt William E. Cowell
HM T/Sgt Spence C. Heywood
PJ A/1C Harry W. Birtel

Crew Members "Jolly Green 33"
RCC Capt Norman B. Kamhoot
CP Capt Charles P. Rush
HM S/Sgt Theodore M. Youngblood

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NARRATIVE OF RESCUE MISSION

At 1010 local on the 29th of December 1965, Jolly Green 32 was on a local training flight, the Udorn tower requested that he break out of traffic and orbit south of the field because there was an aircraft emergency in progress. A Pedro HH-43 was in the immediate area south of the field with fire suppression kit awaiting the distressed aircraft. At 1020 local the tower notified both the Pedro and Jolly Green 32 that they had lost the T-33 on radar about ten miles out on the 280° radial from Channel 31. The Pedro advised the tower that he had to return to the field and drop the fire suppression kit. The tower requested Jolly Green to proceed to the area and search. At about five miles out of Channel 31 the tower was asked for any other information on the T-33 that would help in the search. The tower knew nothing more than they had mentioned before. Almost immediately after talking to the tower the explosion from the aircraft crash was sighted about four miles in front of Jolly Green. A large column of black smoke started to rise above the crashed aircraft. About a mile past the crash site a parachute was seen at about 1500 feet above the terrain. Within a minute after the pilot landed, the Jolly Green was on the ground. Three crew members went to the pilot's aid. The pilot indicated problems with his back and left leg, so he was not moved until a medic arrived on the Pedro. At that time he was examined by the medic and placed on a litter for transportation in the Jolly Green back to Udorn. After airborne the tower was notified and an ambulance and doctor requested to meet the aircraft. He was offloaded at Udorn at 1057 local.

Crew Members Jolly Green 32:
RCC Capt James L. Butera
CP Capt William E. Cowell
HM A/1C Frank I. Clubb

Crew Members Pedro:
RCC Capt Charles E. McMillan
Fireman SSgt James C. Baldwin
Fireman A/2C Antony F. Desmond
Medic A/1C Keith R. Nolder

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SECTION THREE
NARRATIVE OF SPECIAL AIRLIFT

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NARRATIVE OF SPECIAL AIRLIFT

At 1300 hours on the 6 th of December 1965, the Air Police at Nakhon Phanom Air Base were notified by the Provincial Governor of the area, that he would like to have a USAF helicopter move some Thai police to an area south west of Nakhon Phanom to reinforce some fighting against some Communists infiltrators. This message was passed on to the Base Commander who passed it on to the alert helicopter crews. Permission was granted by Compress to take one of the alert helicopters and to airlift the Thai policemen to the area requested by the Provincial Governor. Jolly Green 31 took off from the Air Base accompanied by two A-1E aircraft and proceeded to the town of Nakhon Phanom. Jolly Green 31 landed on a soccer field next to the Thai police station and loaded on eight policemen, the Governor, and Missionary Webber. They flew to a village 37 miles out on the 210° radial of channel 65 where they landed in a school yard. The helicopter off loaded the police and waited fifteen minutes till the Governor returned, and then took off for Nakhon Phanom where they let the Governor off and then returned to the base. The Governor and the Missionary expressed their appreciation for the aid received from the Jolly Green crew.

Crew Members:

RCC 1/Lt Thomas E. Kenny
CP Capt Francis E. Hendrickson
HM SSgt Harold R. Schrader
PJ A/1C Leroy Kelsay

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HISTORY

OF

DETACHMENT SIX - THIRTY-EIGHTH AIR RESCUE SQUADRON

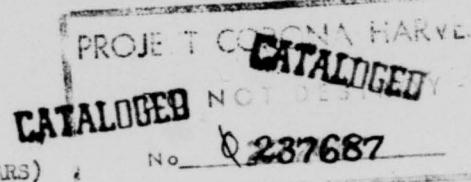
AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

BIEN HOA AIR BASE, VIETNAM

1 October - 31 December 1965

RCS: AU-D5 (ARS)



Mark C Schibler
MARK C. SCHIBLER
1st Lt, USAF
Unit Historian

Maurice G. Kessler
MAURICE G. KESSLER
Captain, USAF
Commander

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Unit History for Detachment 6, 38th Air Rescue Squadron. Detachment 6 has been designated as such for the entire period of this history. As a point of information, it was previously designated Detachment 4, PARC and temporarily Detachment 7, 38th ARS. The unit was officially designated Detachment 6, 38th ARS on 1 July 1965.

The period of this history is 1 October through 31 December 1965. Detachment 6, is located on Bien Hoa Air Base, Republic of Vietnam. Bien Hoa is thirteen miles north east of Saigon. The unit has been located here during the entire period of this history. The unit is attached to the 38th Air Rescue Squadron at Tan Son Nhut Airport, Saigon, RVN for all administration, training and logistic support other than routine supply and maintenance support. This support is provided by the host base. Detachment 6 is also under the operational control of the 38th ARS for its ACR mission.

The Unit Commander is Captain Maurice G. Kessler who took over command of the unit from Major William T. Hayes Jr on 14 November 1965.

The primary mission of Detachment 6 is to provide Aircrew Recovery (ACR) for South Central Vietnam. A secondary, yet vitally important, mission is to provide Local Base Rescue (LBR) support for Bien Hoa AB. In the area of Mission Accomplishment the biggest problem has been a high NCRS-G rate. However, with recent changes in supply procedures we anticipate a definite improvement.

The unit has experienced almost a complete change of personnel in recent months which requires an intensive training program. Particularly in maintenance because many of the personnel were not familiar with the HH-43F. No insolvable problems have been encountered, though, and all maintenance is excellent.

Aircrew training requirements and procedures are presently being determined and programs established to ensure that aircrews are being trained to function in a highly professional manner.

Detachment 6 flew 485 operational missions from 1 Oct to 31 Dec, of these, 386 were LBR scrambles and 35 were off-base personnel pickups. There were also several Med-Evac flights, flights ferrying accident investigation teams to crash sites, doctors and chaplains to orphanages and the leprosarium, numerous Base Support Missions and training flights.

Eleven of the 35 operational off-base missions flown involved saves of one or more persons. In these eleven missions 112 non-wounded, wounded and dead were recovered or evacuated. Of these there were at least 24 saves and possibly more. Mission narratives of these eleven missions are included in appendix one and a summary of the flying activities required by these missions will be found in appendix two.

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Three of the eleven missions are of particular importance. The first is the mission of 5 Oct 65 in the "Notorious" "D" Zone. On this mission 34 personnel were recovered with seven definite saves recorded. Pick-up was effected by descending vertically almost 75 feet into a small clearing "blasted" into the dense jungle after the army decided the clearing was too small to land UH-1B's. During the entire mission there was enemy action within 600 meters and several large explosions of an undetermined nature. The second mission of note was the recovery of Captain Elliot, pilot of an A-1E, at Pleiku where he was participating in Air Strikes during the VC seige in the area. Of prime importance on this mission was the lesson learned about the VC using downed aircrew members to "decoy" rescue aircraft into an ambush. Also of particular interest is the skill and cunning with which Captain Elliot evaded the VC for 34 hours before he was finally rescued. All aircrews should be briefed on this mission so that they could evade and signal rescue personnel in a similarly professional manner in case they were to find themselves in a like situation. The third mission of note is the one of 8 and 9 Nov 65 which also occurred in "D" Zone. This mission in particular shows the professionalism and dedication to duty of rescue crews. This mission required approximately 3 hours of gruelling hover flight over trees 150 to 200 feet tall while personnel were hoisted to safety in a stokes litter, patiently guided through the dense foliage by the hoist operator. During the entire mission one of the unit pararescuemen was on the ground to load the stokes litter and, between trips, clear an area in which the chopper could land on subsequent trips. Also during this time there was intensive enemy action in the immediate vicinity of the pick-up zone and intermittent sniper fire was directed at the helicopter. When the chopper returned to the pick-up zone, from dropping off the rescued personnel, they lowered down much needed ammunition and medical supplies in the stokes litter. A full narrative of this mission and the other ten which involved saves can be found in appendix 1.

Our mission aircraft is the HH-43F which, in all outward appearances, is much like the now familiar HH-43B. However, with the addition of extensive armor plating, a more powerful engine and larger capacity hoist it is much better suited for the mission that we perform. And, I may add, much safer!

This pretty well covers matters of a historical nature. The unit is, of course, having the normal growing pains of any unit that finds itself with an almost complete personnel shift and a change of procedures under which it operated in the past. However, all offices of Primary Responsibility are taking the changes in stride and adopting procedures to make this an outstanding unit.

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FROM: Det 6, 38th Air Rescue Squadron, APO San Francisco 96227

SUBJECT: Mission Narrative Report

27 Dec 1965

TO: HQ Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 6-1668-21 Dec 65.

2. SAR Alerted by: 3rd TFW Command Post.

3. SAR Aircraft Used: 2 HH-43F.

Members of Rescue Helicopter Were:

RCC Capt Charles P. Mueller
CP Capt Raymond L. Warden
RM T/ Sgt Kenneth L. Perkins
RS A/C Harry J. O'Dairne

Det 6, 38th ARS
Det 6, 38th ARS
Det 6, 38th ARS
Det 6, 38th ARS

Crew Members of Cover HH-43F Were:

RCC Capt Karl G. King
CP Capt Ronald L. Inabinet
RM A/C Alexander Montgomery
RS S/Sgt George E. Schipper

Det 6, 38th ARS
Det 6, 38th ARS
Det 6, 38th ARS
Det 6, 38th ARS

4. Reaction time from release to scramble to pickup: 20 minutes.

5. CAP assistance: 2 A-1E's - 2 HH-1B's.

6. Area and type of pickup: Jungle area, 100foot trees, hoist pickup using Stokes litter.

7. Ground party used smoke grenades to mark area and ARA - 25 used by the rescue helicopter to hover in on CAP aircraft.

8. Survivors name: Unknown USA soldier.

9. Summary of Event: Detachment 6, 38th Air Rescue Squadron was notified by the 3rd TFW Command Post of a badly wounded soldier located at Y3 255875, 21 miles Southeast of Bien Hoa Air Base, RVN at 1605, 21 Dec 1965. We were released from a prior commitment to a C-47 accident at 1628 by the 38th Air Rescue Sqdn SAR Center and were airborne at 1630. A flight of two A-1E's, Hobo 62 were orbiting the area and we hove in on them with our ARA-25 hoisting adaptors. We arrived at the area at 1647 and were advised that there were about 15 Viet Cong spotted one kilometer to the East of the pickup point. I picked up my HH-1B escort, Sidewinder 21, and brought the HH-43F to a hover over 100 foot trees and was able to descent amongst the trees to a 30 foot hover where the wounded soldier

ORIGINATOR (Type Name and Grade)

ACTION AGENCY

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was hoisted up in the Stokes litter at 1630. We departed the area and landed at the 93rd Field Hospital at 1710, offloaded the patient, and returned to Bien Hoa Air Base. Total flying time for both HH-43F's was 1:30 with 4 sorties and we were credited with one save.

CHARLES P. MADDEN
Captain, USAF
Rescue Crew Commander

Cy to: FANG, 32AKS

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FROM: Det 6, 38th Air Rescue Sq, APO San Francisco 96227 - 20 Dec 65

SUBJECT: Mission Narrative Report

TO: HQ Air Rescue Service, Orlando AFB, Fla 32813

1. Mission number: 6-1064-19 Dec 1965.
 2. SAR alerted by: Bien Hoa Tower.
 3. SAR aircraft used: 2/31-43P.

Members of Rescue Helicopter Were:

RCC Captain Elwin A. Hemmingsen
CP Captain Maurice G. Kessler
HM T Sgt Richard A. Cannon
RS SSgt Leon Fullwood

Det 6, 38th ARS
Det 6, 38th ARS
Det 6, 38th ARS
Det 6, 38th ARS

Members of Cover Helicopter Were:

RCC Captain Dale L. Potter
CP Captain Harold D. Salem
NM ALC Gerald C. Hammond, Jr.
RS ALC William H. Pitsenbarger

Det 6, 38th ARS
Det 6, 38th ARS
Det 6, 38th ARS
Det 6, 38th ARS

4. Reaction time from initial notification to pickup: 0:45.
 5. CAP assistance:
 - a. 2 USAF O-1 aircraft - Rescap.
 - b. 2 Army UH-1B helicopters - Escort.
 6. Area and type of pickup: Hoisted stakes litter pickup from hostile, heavily wooded area, trees 100-120 feet high, coordinates 103°W - 107°11'E.
 7. Signalling equipment used to locate survivor: Smoke grenades.
 8. Survivor's name: SP4 Jimmie Hunt, "E" Company, 2-18.
 9. Summary of events: At 1315L hours, 19 December 1965, Bien Hoa Tower called on the telephone with information that U.S. Army personnel Southeast of Bien Hoa were requesting a hoist recovery/med evac for one (1) casualty. The information had been passed from a ground PV station to a USAF O-1 capping the scene, and had then been retransmitted to Bien Hoa Tower. It was necessary to request information required for mission planning (such as distance, extent of injuries, security of area, etc.) via relay back through this extended chain of communications. Meanwhile,

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a U.S. Army UH-1B light fire team (gunship flight) was requested from 28th SARCC for Rescort. At the same time we were given air strike information coordinates to check out. During this period of time special equipment (stokes litter, power saw, etc.) were loaded aboard the helicopter and refueling was requested. The first HH-43F was scrambled at 1335L, the second (top cover ship) following shortly thereafter. The lead HH-43F rendezvoused with one USAF C-1 who led the way to the pickup scene. The remaining C-1 had stayed to cap the incident site located 29 KM Southeast of Bien Hoa Air Base. Approximately two minutes prior to reaching the scene, the Rescort HH-1B helicopters intercepted the rescue helicopters. The U.S. Army ground party was located without difficulty in an area heavily wooded with trees 100-120 feet high. No ground fire was observed. Army personnel on the ground indicated they knew how to "rig" a stokes litter for hoisting, so the litter was lowered without putting a paramedic on the ground first. During the actual process of raising the casualty to the helicopter the stokes litter began to spin violently, more violently than any of the personnel on board either helicopter had ever seen. Had it not been for the skill and competency of the hoist operator, severe difficulties might have been encountered with the remainder of the recovery. However, with the assistance of the paramedic he was able to overcome the problem and the remainder of the process was uneventful. The survivor was on board the helicopter and on his way to the hospital by 1400L. During the return flight to the hospital, the paramedic determined that the casualty had sustained a severe wound in the leg and was suffering from shock, so he administered a Dantrol Solution I.V. to him. The patient was delivered to the 173rd "Wash" area hospital at 1425 hours.

10. Comments: The Rescap, Rescort and Communications/information relay were outstanding. Support and coordination arranged for by the 18th SARCC was excellent. An EME will be submitted on the unsatisfactory performance of the hoisted stokes litter as soon as the matter has been thoroughly investigated to determine the probable cause.

KEVIN A. HENNINGSON
Captain, USAF
Rescue Crew Commander

Cy to: PARC, 3SARCS

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Pat 6-35th Air Reserve Sq, AFM San Francisco 96227. 8 Dec 65

8 Dec 69

SUBJECT: Mission Narrative Report

10: Hq Air Rescue Service, Orlando AFB, Fla 32813

Mission Number: 6-2059-7 Dec 65.

and Almond Tree. Big Pine Central Tower.

2025 RELEASE UNDER E.O. 14176

Number of Rescue Helicopters More:

RCC Captain Maurice G. Kessler
CP 1st Lt Mark C. Schibler
RM T Sgt Richard E. Corcoran
RS S Sgt Leon Fullwood

Det 6, 30th ARS
Det 6, 30th ARS
Det 6, 30th ARS
Det 6, 30th ARS

Serial Numbers of Cases 12-432 March

RCC Captain Harold D. Salter
 CP Captain Dale L. Potter
 MM A1C Gerald C. Raymond Jr.
 MS A1C William H. Fitzsimmons

Det 6₂ 30th ARS
Det 6₃ 38th ARS
Det 6₄ 30th ARS
Det 6₅ 38th ARS

Initial notification to pick-up: 0:09.

ANSWERED QUESTIONS - 1. ANALYSIS

which was land coordinates: 105° E = 10648 N

6. *Analisis teknis pada* *survei*

6. Survivors name: Captain Randolph T. O'Connor, FV3005903, Assigned Bq
and Air Division, Tan Son Nhut, NVN.

4. Summary of Events: At 1745L we were advised by Bien Hoa tower that a C-12 aircraft had crashed to the SW at about 45 NM. Since this was beyond normal range with reduced fuel load required for IIR alert, immediate re-fueling was requested. The 38th SAROC was advised and top cover requested. Both SAROC advised that Paris control had the downed pilot's position at approximately 200° at 45NM. While awaiting fuel at approximately 1749L Bien Hoa tower advised that an A-1E pilot had sighted the crashed C-12 miles Southwest of Bien Hoa AB. Both HH-43's were scrambled at 1750L and arrived over the crashed C-12 at 1754L. The A-1E was circling the crash. The uninjured pilot was picked up at 1754L and returned to Bien Hoa at 1759L. The C-12 pilot stated that he had contacted Paris control during descent after his engine failed and had given his position as "4 to 5" miles southwest of Bien Hoa. The pilot also stated that unidentified Vietnamese began approaching him after he crashed but left immediately when the A-1E approached overhead.

94

PILOTS: Det 6, 38th Air Rescue Sq, AFM San Francisco 96227.

8 Dec 65

SUBJECT: Mission Narrative Report

TO: HQ Air Rescue Service, Orlando AFB, Fla 32813

Mission Number: 6-1053-7 Dec 65.

SAR Alerted By: Bien Hoa Control Tower.

SAR Aircraft Used 2 HH-43F.

Members of Rescue Helicopter Were:

RCC Captain Maurice G. Kessler
 CP 1st Lt Mark C. Schibler
 NM T/SGT Richard E. Conner
 RS SSGT Leon Fullwood

Det 6, 38th ALS
 Det 6, 38th ARS
 Det 6, 38th ARS
 Det 6, 38th ARS

Det 6, 38th ALS

Crew Members of Cover HH-43F Were:

RCC Captain Harold D. Salem
 CP Captain Dale L. Potter
 NM A/C Gerald C. Pausch Jr.
 RS A/C William H. Fitzsimmons

Det 6, 38th ARS
 Det 6, 38th ARS
 Det 6, 38th ARS
 Det 6, 38th ARS

Det 6, 38th ARS

- 1. Reaction time from initial notification to pick-up: 0:09.
- 2. CAP assistance: 1 A-1E.
- 3. Area and type of pick-up: Land, coordinates: 1051 N - 10648 E.
- 4. No signaling equipment used to locate survivor.

5. Survivor's name: Captain Randolph F. O'Connor, FV3005903, Assigned HQ 2nd Air Division, Tan Son Nhut, RVN.

6. Summary of Events: At 1745L we were advised by Bien Hoa tower that a C-12 aircraft had crashed to the SW at about 45 NM. Since this was beyond normal range with reduced fuel load required for LRR alert, immediate re-fueling was requested. The 38th SARCC was advised and top cover requested. Both SARCC advised that Paris control had the downed pilot's position at approximately 200° at 45NM. While re-fueling fuel at approximately 1749L Bien Hoa tower advised that an A-1E pilot had sighted the crashed C-12 miles Southwest of Bien Hoa AB. Both HH-43F's were scrambled at 1750L and arrived over the crashed C-12 at 1754L. The A-1E was circling the crash. The uninjured pilot was picked up at 1754L and returned to Bien Hoa at 1759L. The C-12 pilot stated that he had contacted Paris control during descent after his engine failed and had given his position as "4 to 5" miles southwest of Bien Hoa. The pilot also stated that unidentified Vietnamese began approaching him after he crashed but left immediately when the A-1E approached overhead.

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10. Comments: Interpretation of the "4 to 5 miles" as "45 miles" delayed our T.O. by approximately 4 minutes. Whenever possible, recommend pilot's be briefed on the strong possibility of misinterpretation when distances are given in this manner.

MAURICE G. KESSLER
Captain, USAF
Rescue Crew Commander

Cy to: PARC, SCARS

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FROM: Det 6, 38th Air Recon Sq, AFM San Francisco 94127 6 Dec 1965

SUBJECT: Mission Narrative Report

701. No Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 38-11744 Dec 65.
 2. SAR Alerted By: 38th Aerospace Sq
 3. SAR Aircraft Used: 1 HH-3F

RCC Captain Raymond L. Mardon, Det 6, 324ARS
 CP Captain Charles P. Mueller, Det 6, 324ARS
 TM T Sgt Kenneth L. Perkins, Det 6, 324ARS
 LS ALC Harry J. O'Leirne, Det 6, 324ARS

4. Reaction time from initial notification to pick-up: 0:10.
 5. CAP assistance: 1 C-130, 2 C-17's.
 6. Area and type of pick-up: Land, coordinates 11 32N - 106 32E and 11 39N - 106 33E.

7. No signalling equipment used to locate downed personnel
8. Survivor Names: Lt/J.G. Donald Wayne Schmidt 659705
Lt/J.G. T. J. Potter 655752
Both were from U.S.S. Enterprise.

9. SUMMARY OF INCIDENT: We were notified at 1400L by 38th ARS - SAROC that one F-4B pilot had bailed out at KT 773 690 11 39N - 106 30E. I requested that 38th SAROC arrange for armed helicopter escort and since we had only one HH-43F in commission I requested that they scramble one HH-43B from Tan Son that to provide backup for us. Since our HH-43F was on LDR alert with reduced fuel, immediate refueling was requested. We checked on artillery firing in the local area and were informed that there was no artillery fire in the southeast quadrant of Bien Hoa AB. There was no firing to the north. Meanwhile, the crew chief and pararescueman were loading the equipment we normally take on an off base mission, i.e., Stokes litter, chain saw and rope. As soon as refueling was accomplished we departed Bien Hoa AB at 1410L and proceeded toward the crash site at an altitude of 4,000 feet as instructed by 38th SAROC to avoid possible ground fire. We contacted Paris Control on UNIF. Paris Control informed us that a C-123 call sign CREAND 53 and two PAC's in Q-1F's were circling the bailout area. I asked Paris Control if they had any information on our agreed escort. Paris replied negative. CREAND 53 said that there were two crew members down. One appeared to be injured. There was a doctor aboard CREAND 53. They suggested that we land at Ben Quon, a dirt strip

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approximately 5 miles away, after picking up the survivors and transfer them to the C-123 for transport to Tan Son Nhut. During the radio conversation with CRANE 53 we used the USAF/PF to obtain bearings to his location. We established radio contact with one of the FAC's, Viper 9, on FM. As we neared the bailout area we saw CRANE 53 first and then we saw the two O-10's. Viper 9 said that they had not received any ground fire and that friendly troops were on the way to the injured crew man. Viper 9 led us to the injured man. He was at the edge of a small clearing 11 39N - 106 32E. There were clumps of small bushes and stumps scattered about the clearing, but there was adequate room to land. We landed at approximately 1400. The pararescueman, crew chief and co-pilot loaded the injured man onto a stretcher and into the helicopter. The pararescueman said that the crewman probably had a fractured pelvis and/or leg. He was in severe pain and light shock. Minimum O'Deirra treated him for shock by administering morphine and liquids orally. He decided not to start an I.V. since a doctor was nearby. The friendly forces arrived shortly after we landed and deployed to secure the area. We proceeded to the second downed crewman who was about one mile east 11 39N - 106 33E. We landed in a small clearing beside a dirt road where there was a convoy of friendly troops. The pilot was uninjured. He got aboard and we proceeded to Non Quon 11 39N - 106 37E. The C-123 had already landed there. We landed at 1500 and transferred the survivors to the C-123 for medical attention and transport to Tan Son Nhut AFAB. We departed Non Quon and proceeded to Bien Hoa AB landing at 1600L. Mission Completed.

10. **MISSION:** Neither armed escort nor backup helicopter was present during the mission.

RAYMOND L. MURDEN, Captain, USAF
Rescue Crew Commander

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TO: Det 6, 38th Air Rescue Sq, APO US FORCES 96227 10 Nov 65

VIA SUBJECT: Mission Narrative Report-18-1112-8 Nov 65
(Second Mission Summary - 5 saves)

C/C: 38th Air Rescue Sq, APO US FORCES 96227

FROM: Det 6, 38th Air Rescue Sq (Commander), APO US FORCES 96227

1. Mission number: 30-1112-8 Nov 65.

2. SAR alerted by: Rescues Coordination Center, 38th Air Rescue Squadron.

3. Type SAR aircraft used: One (1) HH-43F helicopter.

Crew:

RCC Captain Charles F. Madler	FB32161	Det 6, 38th ARS
CP Captain Maurice G. Kehler	FB324099	Det 6, 38th ARS
MM Tgt Kenneth L. Perkins	AF19,66708	Det 6, 38th ARS
RS AIC Henry J. O'Brien	AF12360938	Det 6, 38th ARS

4. Reaction time from initial notification to first pickup: Mission preplanned on 8 Nov 65 to allow a 0600 takeoff on 9 Nov 65.

5. CAP assistance: Two (2) U.S. Army armed UH-1D helicopters.

6. Area and type of pickups: Recoveries made using rescue hoist, Stokes litter and forest penetrator from very hostile heavily wooded jungle area with trees 150-180 feet high. Coordinates 1107 N, 10636 E.

7. Signaling equipment used to locate wounded evacuees: Smoke grenades.

8. Survivors names and serial numbers: Neither available or possible to determine.

9. Summary of events:

On the evening of 8 Nov 65, Major Sliwa of the US Army 173rd Airborne Brigade requested that we land at the Third MASH Hospital in the 173rd AB area north of the Bien Hoa runway at 0605. We did so and were briefed on radio frequencies, artillery firing and cover aircraft. We departed the area with four soldiers, two chain saws and gasoline at 0615. We arrived in the area of YT 115-305 at 0635 and followed a UH-1D over the hole in the jungle where the pickups were to be made. We encountered tracer fire which passed some 50 feet to our left. We broke to the right and descended to tree top height over the hole. Four soldiers and their equipment were lowered in five hoist operations using the forest penetrator. The Stokes litter was then lowered and a badly wounded soldier was hoisted into the helicopter. This constituted our first save. We returned him to the 3rd MASH hospital, picked up 4 more soldiers and

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returned to the hole. Personnel on the ground succeeded in enlarging the hole so that we were able to descend vertically 100 feet and land. We offloaded the soldiers, loaded 4 more seriously wounded soldiers into the helicopter (two of whom were saves), took off and landed at the 3rd MASH hospital. We loaded water cans aboard the helicopter and made a third trip into the hole, evacuating six soldiers. We flew to 3rd MASH hospital with the wounded. On the fourth trip into the hole, we evacuated the last four wounded soldiers. We offloaded them at 3rd MASH hospital and refueled the helicopter at Bisan Bea AB. We departed Bisan Bea at 1000 and were diverted to YT 157-35, to pick up Australian wounded. Two Stokes litters were lowered through 100 foot trees and one seriously wounded soldier was picked up. We offloaded him at a collection point from where UN-LB's flew wounded and KIA's to Daigam and Bisan Bea 3rd MASH hospital. This man constituted our fourth save. We made a second trip to the same area, picked up a second wounded Australian soldier, and flew him to the collection point. On the third trip into the area, we lowered our pararescue technician to the ground on the forest penetrator. He rode up with the third wounded Australian and informed us that there were no more wounded in that area. We offloaded that soldier at the collection point and proceeded to YT 115-305 to pick up some KIA's. As we were about to enter the hole, we were asked to pick up three litters at the collection point and bring them with us into the hole so that the KIA's would be removed. After loading the KIA's, we were told that one more wounded man was being carried into the area and would arrive in fifteen minutes. I decided to wait for him and when he arrived, he was promptly loaded and taken to 3rd MASH hospital. This soldier was our fifth save. We offloaded the KIA's at the clearing and returned to Bisan Bea AB at 1155.

We flew a total of twenty five sorties for five hours and ten minutes and picked up 19 wounded and three KIA's. We made a total of six hoist operations with the forest penetrator and three with the Stokes litter. We transported 3 soldiers and 400 pounds of equipment into the hole. We are credited with five saves.

I strongly suggest that the HH-43F be equipped with the high speed hoist so as to reduce the length of time in a hover. Hoist operations and rescues would be made in less time thus allowing the helicopter greater fuel reserve and range. It also reduces the time that the helicopter is very vulnerable to enemy ground fire.

CHARLES P. NABLER
Captain, USAF
B-52 Crew Commander

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ROUTING	ACTIVITIES	COORDINATOR	TELEGRAM NUMBER	DATE HANDLED
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- TO: Det 6, 30th Air Rescue Sq, APO US FORCES 96207 9 Nov 65
 SUBJECT: Mission Narrative Report 30-1112-8 Nov 65
 (Initial Mission Summary - 9 cases)
 CC: 30th Air Rescue Sq, APO US FORCES 96207
 FROM: Det 6, 30th Air Rescue Sq (Commander), APO US FORCES 96207
 1. Mission number: 30-1112-8 Nov 65.
 2. SAM alerted by: Rescuer Coordination Center, 30th Air Rescue Squadron.
 3. Type USA aircraft used: One (1) HH-43B helicopter.

Crew:

RCO	Captain Rhoda A. Henningsen	301000Z NOV 65	Det 6, 30th ARS
CP	Captain Ronald L. Engleman	301001Z NOV 65	Det 6, 30th ARS
TS	Sgt George E. Schipper	301002Z NOV 65	Det 6, 30th ARS
RS	Sgt David E. Miletin	301003Z NOV 65	Det 6, 30th ARS
MS	ALC Alexander Montgomery	301004Z NOV 65	Det 6, 30th ARS

4. Duration time from initial notification to first pick up: Fifty-five minutes.

5. QHP personnel: 2 US Army armed HH-43 helicopters.

6. Area and type of pick ups: Recovery made with rescue hoist and stakes fifteen feet from mobile area heavily wooded with trees 150-180 feet high. Coordinates 1107 N. 10636 E.

7. Signaling equipment used to locate wounded evacuees: Smoke grenades.

8. Evacuee names and serial numbers: Neither available nor possible to determine.

9. Summary of events:

At 1245 hours, 8 Nov 65, a call was received from the Rescuer Coordination Center at 30th ARS that a group of 173rd Battalion personnel were in need of immediate air-rescue of 50 US Army wounded down an area 13 miles at 30 degrees from Bien Hoa Air Base (coordinates 11° 11' 30" N. 106° 53' E.). The army personnel on the ground reported they were trying to secure the area of Viet Cong (VC) fire and were also attempting to clear some kind of a landing/pickup area. There was a slight delay in the assembly time due to efforts to secure another HH-43 as a top cover ship (Det 6, 30th ARS had only one helicopter in commission at the time); and also to make arrangements for fire support/cover from one of the Army's armed HH-43 (Navy) units. We were finally able to secure cover from the 31st element of the 173rd Battalion who used the call sign Firebird 72. Our recovery aircraft was instructed to use the call sign Pedro 1. Pedro 1 departed Bien Hoa at 1305 hours arriving over

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COMDRA		
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the designated area at 1515 hours. We were instructed by the army gun ships to orbit at 2,500 feet until such time as they completed their firing passes and had determined that the area was ready for us. At this time heavy rain showers were moving in from the east and made it extremely difficult to keep track of the spot and move in on it. We were instructed to remain in the eastern quadrants relative to the pick up point (PUP) and the crew landing zone (ELZ) since personnel on the ground were engaged in continuous contact with the VC immediately west of these areas. The first approach to the PUP was accomplished in heavy rainshower with the aid of rocks and vectoring over the radio by both ground and airborne instructions. Although the controlling agencies for this mission had been identified as Python Control (337.6 UHF) and Diesel Sweep #1 (43.8 FM) we were never able to make radio contact with either of these parties; as a result Firebird 9L, the armed army HU-16 met only acted as firepower/protection, but also coordinated the entire operation of evacuation and airlift. After considerable hovering around over the trees in the area, the selected PUP was located; it was simply a spot over trees 150-180 feet tall, and at this point none of the trees had been cut down, nor any foliage removed. The paramedic crewmember was lowered into the trees, along with a power chain saw and fuel for the saw. Then the hoist operator lowered a Stokes litter into the trees to bring up the first of twelve (12) army wounded who were to be recovered in this manner. There was no clear area for the hoist operator to maneuver the litter into/through, so all he could do was to try as best he could to thread the Stokes litter up and down through the branches. We were instructed to airlift the evacs to a small HZ clearing 4 miles north of the PUP, where they were to be picked up and air-evacuated by Dustoff (a.k.a. HU-1B Flight). During the first round trip we learned that the chain saw had broken, and that personnel in the clearing were requesting another saw, tools and more gasoline. They were also out of ammunition so we were asked to airmail in two cases of amm, which we let down in the litter with the first pick up. One more wounded was winched up via Stokes litter at which time Firebird reported they would have to return to Bien Hoa for fuel, and invited us to join them. Our fuel state at this time was 320#. We airmailed the patient we had on board to the 173rd "Kach" area, then returned to Bien Hoa for fuel. Firebird flight advised us to delay getting airborne back to the site for awhile as they were in the process of blasting out a landing area in the trees. (However, when we arrived at the scene, we found the area unchanged from before). Following a phone call from Firebird we were airborne to pick up our Stokes litter at the "Kach" area and then flew on to the scene. As before, we were instructed to orbit at 2,500 feet while the "Mays" (Army HU-16) and Mahanor completed their firing passes, and re-scouted the area. At the word from Firebird, we again proceeded to pick up the wounded via Stokes litter, picking up seven (7) on this series of sorties, and each time bringing supplies from the ELZ to the PUP area on the return trip. During this segment of the mission, personnel at the PUP area reported they were out of ammunition, and so we airlifted 6 more cases of amm into them. In addition, 2 cases of TNT, 10 cases of medical supplies (Bandages, etc), 2 more power saws, gasoline and tools. During this period of time the HU-1B's reported taking hits (battle damage, apparently from small arms fire) just east

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ROUTING	ROUTE	COMBINE TECH & CLEAR ANCE
CONOR	of the PUP/ELZ area, and we were instructed to stay in real tight between the PUP and the ELZ in order to minimize our exposure to ground fire.	
WE	On a previous run, personnel in the ELZ clearing reported what appeared to be small arms fire directed at our "43 from a point at the west edge of the clearing. Sometime during this same period of the operation, the "43" also cautioned us on what appeared to be small arms fire directed at us. Throughout the recovery operation, the hoist appeared to be ever	
C/S	hitting; we could smell the strong, acrid odor coming from the cabin. We were concerned about losing the hoist during a sustained operation like this with 300 to 360 feet of cable being winched for every pick-up. Toward the latter part of this portion of the mission a few of the smaller trees directly below the chopper in the PUP area had been felled making the operation somewhat less strenuous. Our paracrescent man, Sgt. Schipper who went down on the hoist the first time was later discovered to have suffered injured ribs. On the last sortie at the PUP during this trip the paramedic was recovered from the PUP and we then returned to the 173rd "Flash" Area to off-load another wounded Army man. The "Flashes" were once again low on fuel and our fuel state was 200%. From the "Flash" area we returned to Bien Hoa to refuel and coordinate the next segment of the evacuation. Fifteen minutes later we were airborne enroute to the 173rd area to pick up our litter, then continued on to the evacuation area only to find as before that we would have to orbit at 2,500 feet until advised to go, in due to the fact that both Navy and Air Force fighter aircraft were conducting heavy air strikes immediately adjacent to the area in which we were working. There was also considerable artillery fire in the area. However, the groupship advised that the firing would continue and to go ahead and "get on with it". At this time what appeared to be ground fire of some kind sailed past the side of the helicopter, and we were advised to get down low and stay in tight. We were once again vectored into the PUP by the higher flying MU-1 aircraft (personnel on the ground at the PUP were out of smoke flares) and proceeded to continue with the recovery of litter patients via the hoist, each time returning with medical supplies, etc. Following the evacuation of the second of this "batch" of casualties we airlifted in 20 cases of C-rations. After dropping the rations the hoisting crew continued with the recovery operation only to find that the hoist was inoperative. We flew to the ELZ to attempt to repair the hoist, but after landing discovered that the hoist cable has sheared and was irreparable. We were requested to make 2 more C-Ration delivery flights, following the first of these (10 cases) when we returned to the ELZ for another load we were waved off. We landed in the area to learn if we could be of further assistance and since there seemed to be some confusion as to whether they needed us to haul anything else we decided to return as quickly as possible to Bien Hoa to attempt rapid repair of the hoist and return to the scene before nightfall. At Bien Hoa it was learned that there would be a minimum delay of 1 hour for replacement of the hoist cable. The crew was also advised that they were to be relieved to eat and for a hot break. A summary of statistics for the mission up to this point reflects: 35 sorties flown for a total of 4:25 hours of flying time, 12 personnel evacuated by Stokes litter and hoist (9 cases). Airlifted in the following equipment and supplies to the PUP: 8 cases of ammunition,	

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ROUTINE	ACTIVITY	COORDINATOR	TYPESETTER	COPYIST
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W/R				
C/R				

TACOMA Det 6, 32nd Air Rescue Sq, AFM San Francisco 94127 8 Nov 65

SUBJECT: Mission Narrative Report

TO: HQ Air Rescue Service, Orlando AFB, Fla 32803

1. Narrative report of save during mission Det 6/32-1047-6 Nov 65 in accordance with PACAFRESCURECN MSG 0340P APR 65.
2. Detachment 6, 32nd ARS was requested by a 12th Forward Air Controller to evacuate two casualties from the zone, coordinates 1104 N, 10703 E.
3. At 1755 hours, 6 Nov 65, Det 6 scrambled the following HH-43F helicopters and crews: Primary Alert Crew in helicopter 63-1712, RCC Captain Raymond L. Martin, FVP007304, Co-Pilot Captain Ward G. King, FV1403564, Helicopter Mechanic ALG Gerald C. Hammon, AF11346690, Pararescueman ALC William H. Pitschinger, AF15480744. The secondary crew in Helicopter 63-1711 consisted of Captain Charles P. Muller, FV1403610, Captain Maurice G. Koehler, D19002409, Co-Pilot, MSG Kenneth L. Purdie, AF11346701, Helicopter Mechanic, and ALG Henry J. O'Dairas, AF12500731, Pararescueman.
4. Initial notification was received at 1752 hours. At 1755 hours the helicopters departed Elmira Air Base and arrived over the general area at 1810 hours. Army helicopters marked a bomb crater with smoke, and ground personnel started moving the casualties toward the crater. Hoist pickups were started at approximately 1845 hours and completed at 1905 hours.
5. Upon arrival of the HH-43F helicopters, one army UH-1B aircraft, and one UH-1D helicopter was capping the area. Three armed UH-1B helicopters and two A-1E aircraft arrived to cap the area, after arrival of the HH-43F's. The secondary alert HH-43F remained in orbit to provide back up.
6. The area was covered with dense undergrowth, with scattered trees up to 100 feet high. Hoist pickups were made from a bomb crater using the Stokes litter.
7. Smoke bombs were dropped by the army helicopters to mark the area.
8. Survivors were Sgt A. J. Melver, AF0310027 and Pvt Glen D. Woodward, 1/409. Both were assigned to 1st Platoon, Company A, Royal Australian Regiment. Sgt Melver was suffering from serious head wounds, Pvt Woodward from shoulder wounds.
9. After notification the HH-43F helicopters proceeded to the area, contact with the forward air controller aircraft and the army UH-1B helicopter was established. The UH-1B dropped smoke bombs in a bomb crater and reported that the ground personnel were moving the survivors toward the crater. The FAC aircraft reported seeing gunfire to the south of the area when the UH-1B

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show over. After survivors were moved to pickup spot the primary HH-43P, piloted by Captain Murden made an approach and lowered the Stokes litter by hoist. The personnel on the ground disconnected the litter from the hoist cable, but they did not load the survivors into the litter. AIC Pittenbarger was then lowered by hoist, and loaded the survivors into the litter. After the last survivor was hoisted aboard, AIC Pittenbarger was hoisted aboard and the HH-43P's departed for Bien Hoa. The last two pickups were made after dark, and it was necessary to use the floodlights to remain clear of the trees and see the person being hoisted. After returning to Bien Hoa, the survivors were released to the Army Third Mobile Evacuation Hospital. Hospital personnel later confirmed one save.

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RAYMOND L. MURDEN
Captain, USAF
Rescue Crew Commander

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TO: Det 6, 38th Air Rescue Squadron, APO US Forces 96227

SUBJECT: Mission Narrative Report

9 Oct 1965

TO: Hq Pacific Air Rescue Center (DARO), APO US Forces 96553

1. Mission Number: 6-38ARS-909-9 Oct 65.

2. SAR alerted by 173rd AB.

3. SAR aircraft used: 2 HH-43P's. All crewmembers from Det 6, 38th ARS.

PRIMARY ALERT CREW:

RCC Capt Darvan E. Cook
CP Maj William T. Hayes Jr.
HM Tsgt Dominick J. Scannizzi
RS A1C William R. Fitzsabarger

SECONDARY ALERT CREW:

RCC Capt Dale E. Potter
CP Capt Raymond L. Purdon
HM Tsgt Kenneth L. Peckins
RS Ssgt George E. Schipper

4. Reaction time from initial notification to pick-up of first casualty:
50 minutes.

5. CAP assistance: Two Army UH-1B armed helicopters.

6. Area and type of pick-up: 18 nautical miles northeast of Bien Hoa AB in secondary growth jungle in war zone (3). (11° 07' N 106° 23' E).

7. Signalling equipment used: Smoke grenades.

8. Survivors names not available.

9. Summary of events:

At 1345L, 9 Oct 65, the 173rd AB called us to evacuate some wounded personnel from the jungle south of Ben Cat. The clearings they were in were too small for the army helicopters to land. Both HH-43's were airborne in 10 minutes and 20 minutes later landed at an army forward control site. There we picked up an army captain to show us where to go and 2 armed UH-1B's for escort. We proceeded to the evacuation sites which were marked by ground personnel with smoke grenades. The jungle growth was about 20' high but very

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stance, so the hoist was used with the stretcher litter. The armed UH-1B's circled continually during the pick-ups. In all, 3 hoist pick-ups were made. Two were made by the primary crew and both casualties airlifted to the forward army site. The secondary made one pick-up and transported him to the 173rd Field Hospital near Bien Hoa AB. Six (6) sorties, four (4) plus 40 hours.

MARVIN E. COOK, Captain, USAF
Rescue Crew Commander

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Journal of Health Politics, Policy and Law, Vol. 33, No. 3, June 2008
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ANSWER *Moscow Renaissance* *Pravda*

7 Oct 2003

NO: 1 Pacific Air Rescue Center (CNSAC), AFM 13 Form 7013.

1. Mission number beginning on 6.
 2. can alerted by 3000hrs
 3. all aircraft used 2 3000hrs. All commences from Oct 6, 2000hrs.

www.oxfordjournals.org/journal/etw

1MC Capt Raymond L. Herdman
QF Capt Dale L. Pottier
1MC T-3C Kenneth L. Jenkins
2D AGC Richard O. Schmitz

www.scholarship.org

RCC Capt Charles P. Kedler
CP 1/LA Joseph T. Connell
PM Tech Richard A. Cannon
LR Tech Leon Fullwood

- a. Reaction time from initial notification to pickup of first body of
survivors: 20 Minutes.
 - b. CAP assistance: Two Army OH-13 armed helicopters, 2 USAF A-10's and
one USAF Forward Air Controller in CAP.
 - c. Area and type of pickup: 6 nautical miles northeast of Bien Hoa AB
in dense jungle terrain in our zone 70° (11 OGU - 106 50'E).
 - d. Signalling equipment used: Smoke grenades.
 - e. Survivors names not available.
 - f. Summary of survivors:

At 1505L 5 Oct 65, 20th Air Rescue Squadron 64-1429 called informing us that the Army had thirty one helicopters eight miles northeast of Bien Hoa AB. Primary and secondary alert HH-43F helicopters scrambled at 1514L. The third alert crew was called in to provide HH coverage while primary and secondary alert crews were on the ground.

Bien Hoa tower informed us that there was artillery firing in the northeast quadrant from Bien Hoa. We reported that artillery fire had stopped. We circled just north of the runway for approximately five minutes until tower informed us that the artillery fire had ceased. An

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escort of two armed UH-1B helicopters scrambled from Tan Son Nhut AB as requested by 38th SARCC.

We were led to the site by an Air Force Forward Air Controller in an O-1F. As we approached the site we were joined by the armed Hueys. Personnel on the ground used smoke grenades to mark their location. They had blasted a small clearing from the dense jungle. The trees in the area were 125 to 150 feet high. The floor of the clearing was strewn with felled trees and stumps. Army UH-1B medical evacuation helicopters had evaluated the clearing and determined that it was too small for them to get into.

From initial evaluation of the clearing it appeared that it would be necessary to recover the casualties by using the hot and sticky litter. I decided to descend as far as possible into the chimney like opening to reduce the length of helo-pickups. As we descended it was determined that we would be able to descend all the way to the ground. The landing was accomplished by straddling stumps and maneuvering the helicopter to avoid the many felled trees. The UHF/VHF antenna under the front of the helicopter was touching a stump in front and the bottom of the vertical stabilizers were resting on limbs of felled trees.

The diameter of the clearing was so small that on the first approach of each H-43, during the vertical descent into the clearing at about 75 feet, the rotor blades contacted light foliage. Three crew members, Tech Perkins, Tech Corcoran and Sgt. Fullwood remained at the site to assist with the wounded, enlarge the clearing, improve the landing area and direct the landings. Two main runs were flown in on a subsequent sortie.

During the course of the mission we learned that the casualties were from "A" Company, 173rd Airborne Brigade and that the casualties had been suffered during the previous four hours in a battle with the Viet Cong 600 meters from the clearing. While operating at the site there were several explosions nearby of unknown origin. During one climbout the primary alert H-43 was thirty feet above the ground when it was blown several feet rearward by the concussion of an explosion.

The primary alert H-43 made six trips from the site to the Third Field Hospital and the secondary alert H-43 made three round trips. There was a total of eighteen landings, sixteen of which were on unprepared areas. Total sorties: 12. Total flying time 4:50. Sorties and time of assisting aircraft unknown.

Inspection of the H-43's after completion of the mission revealed no damage. Green streaks were found on the outer portion of the right rotor blades of both H-43's caused by blades striking foliage. There was no damage to the blades.

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10. Comments:

See mission report number 6-J5AAB-870-5 for casualty information.

The day after the mission I called the three medical agencies that treated the casualties to obtain information to determine the number of saves. Third Surgical Hospital said that there were seven positive saves.

RAYMOND L. MURKIN, Captain, USAF
Rescue Crew Commander

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MISSIONS	SORTIES	OBJECTIVES	ARS A/C LOST	ARS MEN LOST MISSING OR WOUNDED
6-898-5 5 Oct 65	19	34 Non-wounded, wounded and dead of the 173rd Airborne - 7 saves	0	0
6-929-9 9 Oct 65	11	Pick-up 3 Army wounded - 3 saves	0	0
23 Oct 65	17	Pick-up A-LB pilot at Pleiku 1 save Captain Elliot	0	0
38-1055-23				
6-1047-6 6 Nov 65	4	Tactical evacuation of two Australians - 1 save	0	0
38-1112-8 8, 9 Nov 65	60	Recover US and Australian wounded from "D" Zone - 5 saves	0	0
38-1144-18 18 Nov 65	20	Recover UH-1B crash survivors 1 save possibly more	0	0
38-1150-20 20 Nov 65	5	Recover 5 Army personnel - 2 saves	0	0
38-1188-2 2 Dec 65	4	Pick-up Navy F-4B pilots - 2 saves	0	0
6-1059-7 7 Dec 65	3	Pick-up downed O-LB pilot 1 save	0	0
6-1065-19 19 Dec 65	3	Evacuate 1 Army wounded - 1 save	0	0
6-1068-21 11 Dec 65	4	Pick-up 1 1st Inf wounded 1 save	0	0

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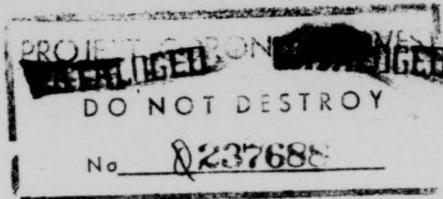
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APPENDIX 2

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HISTORY

OF

DETACHMENT 7

381st AIR RESCUE SQUADRON

AIR RESCUE SERVICE (ARNS)

UNITED STATES AIR FORCE

DANANG AIR BASE, REPUBLIC OF VIETNAM

1 October - 31 December 1965

ACSF: AR-35 (ARNS)

John B. Keen
John B. Keen
Captain, USAF
Historian

Charles E. Hanrict
Charles E. Hanrict
Major, USAF
Commander

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FOOTNOTE

The past year was the most significant since the arrival of American forces at Da Nang. The base had grown from a meager beginning with only a handful of advisors to the most strategic air base in Viet Nam. During the early part of 1965 the mission of the base was expanded. Along with the mission expansion came an additional increase in rotational fighter aircraft and personnel.

The minimum work day was set at 11 hours per day. However, the buildup came so fast and the demands so heavy that 18 hour work days were not uncommon.

When the U.S. Air Force began flying air strikes in the north, along with it came the obvious threat of retaliatory raids by the Viet Cong. By the end of March 1965, the Marines had secured an area approximately ten miles around Da Nang Air Base, and the Hawk missiles were in place. No longer was the most northern base in Viet Nam (approximately 85 miles from the 17th parallel) the most vulnerable to enemy attack.

Detachment 7 also grew in keeping with the tremendous expansion in the flying program, including the operational demand for rescue coverage on a twenty-four hour basis and during both the wet and the dry seasons.

1. History, 23d Air Base Group, January - June 1965
2. Climatological Facts for Da Nang, RVN, page 10.

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CHRONOLOGY OF HIGHLIGHTS
DETACHMENT 7 38 ARS
DA NANG, AIR BASE, RVN
OCTOBER - DECEMBER 65

Date	Event
23 October	Recovery by helicopter of eight wounded Marines from jungle after taking two aircraft hits by enemy fire.
30 October	Recovery of five personnel by helicopter.
1 November	Recovery of pilot off North Vietnam by HH-16 while receiving enemy fire.
21 November	Recovery of five personnel from C-123 crash off south end of runway by helicopter.
23 November	Change of Detachment Commander.
28 November	Recovery of Navy pilot by HH-16.
5 December	Night weather flight by helicopters to recover a spinal meningitis patient from a Navy ship 25 miles at sea.
4 December	Helicopters hit by enemy fire during medical evacuation in Ba Lang Valley.
9 December	Helicopters made night blackout landing in an active battlefield near Tam Ky, RVN to evacuate downed crew members and marine wounded.

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Det 7, 38th ARS, Oct-Dec 65

1. Unit. Detachment 7, 38th Air Rescue Squadron, Air Rescue Service, Da Nang Air Base, Republic of Vietnam.
2. Period of History. 1 October to 31 December 1965.
3. Station. Da Nang Air Base, Republic of Vietnam.
4. Assignment. Detachment 7, 38th Air Rescue Squadron is assigned to the 38th Air Rescue Squadron at Tan Son Nhut Air Base, Republic of Vietnam for operational control. Maintenance support is primarily furnished by 6252nd Tactical Fighter Wing, Da Nang Air Base. Medical support from 38th Air Rescue Squadron and Headquarters Air Rescue Service is also utilized. Administration and training is provided by the Detachment Sections, as applicable, with the exceptions of Finance and AF Form 5's. These services are provided by 6252nd Combat Support Group, Da Nang Air Base. Logistic support is primarily obtained through 6252nd Material Squadron, Da Nang Air Base. However considerable support is again received from 38th Air Rescue Squadron.
5. Commander. Major Charles E. Hamrick¹ assumed command of Detachment 7 on 23 November 1965, replacing Captain Alva G. Graham who was then appointed the Operations Officer for the Detachment.
6. Mission. The primary mission of Detachment 7 is to provide Air Crew Recovery (ACR) as directed by Joint Search Air Rescue Center (JSARC). The secondary mission is to provide Local Base Rescue at Da Nang Air Base, which includes the Fire Suppression Concept for crew evacuation.

1. SC 1-30, 38th ARS, 11 Nov 65.

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Det 7, 38 ARSq, Rist, Oct-Dec 65

7. Operations.

a. Discussion. Detachment 7 had a large turnover of personnel in October and November. As the new crewmembers arrived, they were permanently assigned to crews for crew integrity. The helicopter section saved two persons in October, three in November, and nine in December. The helicopter crews recovered eighteen persons in October, nine in November, and twenty-one in December. Five of the persons recovered in October were medical evacuations, as were eight in November and eleven in December. The helicopter crews also recovered one deceased person in December.

(1) All the personnel recovered by the HU-16 crews were saves, with four in November and two in December. No medical evacuation flights were flown during the quarter.

(2) The Rescue Control Center (RCC) is operated by TBF personnel attached to Detachment 7, and operationally controlled by Joint Search and Rescue Center (JSARC). For their use, a Single Side Band radio was installed and operational on 24 December 1965.

(3) The HU-16 and helicopter personnel are both trying to work in one permanent building which was designed for one unit. Both groups have accomplished their duties by cooperating and sharing the space. The TBF HU-16 airmen and the airmen RCC controllers are living in tents with only a field-phone from the officers BOQ for scramble communications. More permanent wooden quarters are now being constructed by a civil engineering team. We plan to consolidate the airmen into one building by approximately 15 January 1966.

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Det 7, 38 AR Sq, Mist, Oct-Dec 65

(4) Due to the night scramble notification problem, a crew trailer has been authorized for the HH-1e alert crew. One crew trailer has already been provided so we can have a helicopter crew on flight line alert at night. The helicopter crews began night alert duty in the trailer on 20 November. Scramble reaction time at night has been reduced by at least five minutes. We have also taken additional steps to reduce reaction time. A fuel truck is prepositioned at the helicopter alert pad for rapid refueling. The maintenance personnel have adapted a hose to the end of the fueling nozzle which speeds up refueling of the auxiliary tank. A helicopter range and fuel required chart has been computed and posted on the flight planning chart in the RCT and at our strip alert site. The auxiliary tanks are removed and placed near the helicopters when on Air Crew Recovery alert at the home base. The basic fuel load will allow hovering out of ground effect on the highest mountain terrain in our area. If fuel is required for a long range mission, the auxiliary tanks can be installed and secured within 90 seconds.

(5) For northern ACR missions, we require information on helicopter tactics and techniques. Some of this information is included in 2nd Air Division Manual 55-1. Also, helicopter tactics for evading attacking jet aircraft were received from Commander D.J. Hayes, Commander of Helicopter Anti-Submarine Squadron Two.

(6) Our helicopters were operated at maximum gross weight for ten and half months, during 1965, while flying to and from strip alert. As our pilots have noticed deteriorating performance from our helicopters, we reduced the fuel load beginning 10 November to reduce the

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Det 7, 36 ARSG, Viet, Oct-Dec 65

wear on the aircraft. We also requested a German Technical representative to accurately assess our operational conditions, the operational loads on the aircraft, and the eventual effect on the aircraft components.

(7) The total hours flown during this quarter were 352, with an operational ready rate of 76%.

(8) General Hunter Harris, Lt. General Joseph N. Moore, and their parties were flown from Da Nang to Marble Mountain and back on 7 October by two of our crews. The generals praised our efficient and professional airlift.

b. Combat Missions. The narrative accounts of our combat missions which involve personnel recovery are chronologically listed. These include only the helicopter missions as the fixed-wing missions will be reported in their respective squadron histories.

(1) Mission 7-36-299, 7 October 1965. One USAF person with a broken shoulder was flown at night (0145L) from the Air Force ramp to the Marine hospital. The hospital commander requested airlift because the man was in a great deal of pain and he felt the patient might go into shock if he had to endure the forty-five minute ambulance ride over very rough roads. This was a medical evacuation mission.

(2) Mission 7-36-624, 17 October 1965. Two HH-43F crews were scrambled by Panama at 1200L for a USAF H-3 that was lost and suspected down. Panama had received a distress call from the aircraft. The H-3 had not landed at Marble Mountain heliport. The downed H-3 was located by another USAF H-3 crew. Six survivors were saved and two

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Det 7, 38 ARSq, Hist, Oct-Dec 65

deceased were recovered by the marine search H-34.

(3) Mission 7-38-640, 23 October 1965. Alert helicopter crew was scrambled by Base Operations personnel at 1340L to air evacuate one seriously injured litter patient from a marine C-130 on the Air Force ramp to the Marine hospital.

(4) Mission 7-38-641, 23 October 1965. The alert helicopter crew was scrambled by the hospital commander at 1421L to air evacuate a USAF airman from the Air Force ramp to the Marine hospital.

(5) Mission 7-38-642, 23 October 1965. Recovered eight wounded marines from jungle by using hoist through 200 foot trees. Two aircraft hits were taken while over the area.

(6) Mission 7-38-646, 26 October 1965. Two helicopter crews were scrambled from quarters by Base Operations at 2150L for two marine F-4B's observed to crash on Monkey Mountain. The UH-1 pilot managed to hover within 50 yards of the crash site. Clouds scudding over the mountain top obscured the crash site and prevented closer inspection by any of the helicopter crews. One H-43D landed half way up the mountain and conferred with the ground party commander. The pilots had evidently flown into the mountain top which was hidden in the clouds. The four deceased were recovered by ground party at 0700L 27 October 1965.

(7) Mission 7-38-651, 26 October 1965. Two H-43D crews were scrambled by the Command Post at 0230L to air evacuate two seriously wounded marines from the Air Force ramp to the Marine hospital.

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Sat 7, 36 ARSq, Viet, Oct-Dec 65

-(8) Mission 36-1061, 30 October 1965. Two helicopter crews were scrambled by the Air Force Radio Operator at Lang Tri, RVN at 1209L to recover seven crewmembers of a UH-1 who made a forced landing south of Lang Tri. Five survivors were transported to RH-17. Two crew members elected to remain with the aircraft for its security. None of the crew were injured. Another UH-1 recovered the other two survivors when Vietnamese guards arrived at the scene.

(9) Mission 7-36-668, 12 November 65. Alert RH-17 crew was scrambled by control tower at 1200L to air evacuate a seriously injured marine from the jungle nine miles northwest of Da Nang. Arrived on scene at 1220L. Guided in by excellent directions from a Marine UH-1N pilot orbiting the scene and yellow smoke from the ground party. The RH-17 was lowered over jungle trees 75 feet above the valley floor. A paramedic was lowered on the hoist to secure the patient in the rescue basket. The patient had an injured back, concussion, and two broken legs.

(10) Mission 7-36-669, 13 November 1965. Two helicopters used for medical evacuation of four ARVN from Da Long valley to Lang Tri, RVN.

(11) Mission 7-37-670, 16 November 1965. Two RH-13 crews were scrambled by Remote Control at 1735L to recover an injured man in a canyon on Monkey Mountain. The injured man walked out to aid before the helicopter arrived.

(12) Mission 7-36-671, 21 November 1965. Evacuated two crew-

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Det 7, 38 ARBQ, Mist, Oct-Dec 65

members from a C-1A3 crashed one mile south of runway to the Marine hospital.

(1) Mission 7-38-673, 20 November 1965. One H-43F crew was scrambled by the hospital commander at 2450L to airlift drugs from the Marine hospital to the USAF dispensary. The drugs were urgently required for a heart patient.

(1) Mission 7-38-674, 20 November 1965. A U-1H crashed one mile west of runway. No injuries to crew members, we were merely assisting agency.

(1) Mission 7-38-675, 2 December 1965. A patient with head injuries and lacerations was transferred to the Marine hospital from the Air Force ramp.

(1) Mission 7-38-676, 3 December 1965. A Marine helicopter crashed one mile south of runway. Four crew members with no injuries were evacuated to Da Nang.

(1) Mission 7-38-678, 3 December 1965. A suspected small benignic case onboard a navy ship 5 miles east of Da Nang. A night weather flight was made by two helicopters to make a night hoist pick-up from the bow of the ship, then evacuated the victim to the Marine hospital.

(1) Mission 7-38-679, 4 December 1965. Three WIA and one KIA evacuated from Da Nang valley to Da Nang AB, RVN. Two aircraft hits were received during the trip.

(1) Mission 7-38-680, 5 December 1965. An H-34 crashed in surf about 30 miles southeast of Da Nang. Detachment 7 was en-

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Det 7 38th ARSq, Hist, Oct-Dec 65

assisting agency for the Marines, and attempted to lower a para-rescue man into the surf to verify the existence of a fourth crewman, however, the surf was too rough. Three other crewmen were recovered by the Marine H-34 in the same flight as the crashed aircraft.

(20) Mission 7-38-681, 9 December 65. HH-43E's recovered five persons from an active battlefield near Tam Ky, RVN by making a night blackout landing in a rice paddy.

(21) Mission 7-38-682, 13 December 65. Recovery of an O-1-E crewman who crashed southwest of Danang. Recovery was made by hoist and the crewman was evacuated to Cam Duc, RVN.

(22) Mission 7-38-683, 15 Dec 65. An Army Beaver crashed ten miles south of Danang. Detachment 7 was assisting agency. Marine H-34 recovered the crewman prior to the arrival of the HH-43 on the scene.

(23) Mission 38-1220, 15 December 65. An HH-16 recovered a pilot from North Vietnam, and the HH-43-medical evacuation was from the Air Force ramp to the Marine hospital.

(24) Mission 7-38-684, 16 December 65. Medical evacuation of patient with injured back to the Marine hospital.

(25) Mission 7-38-685, 23 December 65. Medical evacuation of an Airman with possible heart attack from Monkey Mountain to the Danang Air Force ramp for transfer to the awaiting ambulance.

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Det 7 38th AR Sq, Mist, Oct-Dec 65

(26) Mission 7-38-686, 23 December 65. Evacuation of an injured fireman from a crashed aircraft on the runway to the Marine hospital.

(27) Mission 7-38-687, 26 December 65. Medical evacuation of a burn victim to the Marine hospital.

(28) Mission 7-38-688, 31 December 65. Medical evacuation of a sailor with a badly cut finger from Monkey Mountain to the Marine hospital.

c. Summary. A total of twenty-eight combat recovery missions were flown with a total of sixty-three sorties. A total of eleven hours and fifty five minutes were logged during these recovery missions. No Air Rescue aircraft or personnel were lost, missing, or wounded during the quarter. ² Detachment 7 had no non-combat missions during this quarter.

2. Summary of flying activities, page 15.

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Bet 7, 36th AB Sq, Hist, Oct-Dec 65

6. Personnel.

Introduction. The detachment Administrative Section provides all Administrative and personal services for the assigned personnel, with the exceptions of Finance and the maintenance of AF Form 5's. The section also provides the limited services required by the TDY personnel attached to the unit in the HU-16 program. The Administrative Officer, Captain James C. Rodenberg, assumed his duty on 7 October 1965. S/Sgt Harry E. Ray is the First Sergeant for the Detachment. The Detachment U/C calls for two clerks, but only one has been permanently assigned while the second has been in a TDY status. A roster of key personnel is attached.

Assigned and Attached Strength. The unit has maintained an average permanently assigned strength of thirty-six personnel: Eight officers, who are all rated pilots and Rescue Crew Commanders, and twenty-seven airmen. Forty-eight TDY personnel, composed of fifteen officers and thirty-three airmen, are attached to support the rescue program.

Personnel Problems. The section has been greatly over worked due to the lack of clerical help. The workload for the section is more than enough to keep two clerks employed full time. Due to the lack of clerical help, the section has not been able to accomplish a few of the projects which needed attention. However, base support was enlisted for the posting of AF Form 5's, which relieved the workload pressure considerably.

Security. On 1 October 1965 Detachment 7's chief security problem was the accounting, handling and disposition of the large

3. Roster of Key Personnel, page 1h.

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Det 7, 38th ARSq, Hist, Oct-Dec 65

volume of classified material received here. We accumulated an average of forty different Top Secret documents per day and a like number of Secret and Confidential. Each piece of Top Secret material had to be entered in the Top Secret Register, affixed to an Access Record/Cover sheet, which listed all personnel having access to the document; and later destroyed after a destruction certificate had been accomplished. We therefore generated three separate records, which had to be kept on file for each piece of Top Secret received. Due to our limited facilities and personnel this presented a formidable problem. Our first step toward solution of the problem was the use of a locally improvised substitute for the Access Record/Cover Sheet. Our version was mass-produced with all data necessary, including the names of local personnel who normally have access to the material. The access date was left blank. We thereby eliminated half the work involved in the controlled destruction procedure by requiring only that the date be affixed to indicate when a particular person had access. The next step was accomplished by submitting a letter to the base message center requesting that they destroy, on their premises, all obsolete frag messages rather than deliver them to Detachment 7. This eliminated approximately 15% of our workload. Finally, we submitted a letter to 38th Air Rescue Squadron requesting that Detachment 7 be excluded from the addressee listing on all Top Secret messages except those which were absolutely essential to our operation. The essential messages were identified specifically. The program is now quite manageable. Our Top Secret receipts have dropped to approximately five per

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Det 7, 38th ARSq, Hist, Oct-Dec 65

day, without adversely affecting our operation. Detachment 7's first Security Indoctrination File was compiled, and the first DOI's, covering procedures in handling our large volume of classified material, was published in December.

9. Equipment. All our aircraft are equipped with the standard Air Rescue Service mission equipment. The assigned aircraft are:

Aircraft Type	Model	Series	Serial Number
Helicopter	HU-16	F	63-9714
Helicopter	HU-16	F	63-9715
Helicopter	HU-16	F	63-9717
Helicopter	HU-16	F	64-17559

The HU-16 aircraft are continually rotated between their home base and Detachment 7. The four attached aircraft are:

Aircraft Type	Model	Series
Amphibian	HU-16	B

10. Additional Data and/or Remarks. With a view toward providing rescue crews with readily available intelligence data, a master intelligence map was drafted and is now maintained in the Detachment Operations Center. The map is kept current with information from the Danang Intelligence Office. A map showing the location of friendly special forces camps within our area of operation is also maintained in the Detachment Operations Center.

Three Air Medals were awarded for combat missions flown, the awardees were: Captain Waino E. Arvo, Jr., 1st Lt Arthur F. Machado,
and Technical Sergeant Patrick A. Bowers.

11. SO's G-283 and G-291, Hq 2d Air Div, 17 Nov 65, pages 18 and 19.

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Det 7, 38th ARS, Hist, Oct-Dec 65

11. Appendices.

<u>Number</u>	<u>Title</u>	<u>Page</u>
I	Roster of Key Personnel.....	14
II	Summary of Flying Activities.....	15
III	Climatological Facts for Danang, RVN.....	16

12. Documentation.

<u>Document</u>	<u>Page</u>
SO T-30, 38th ARS, 11 Nov 65.....	17
SO G-286, Eq 2d Air Div, 17 Nov 65.....	18
SO G-291, Eq 2d Air Div, 17 Nov 65.....	19

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APPENDIX I

KEY PERSONNEL ASSIGNED TO DETACHMENT 7

<u>Position</u>	<u>Rank and Name</u>
Commander	Major Charles E. Hamrick
Operations Officer	Captain Alva G. Graham
Administrative Officer	Captain James C. Rodenberg
Maintenance Officer	Captain Harold A. Solberg
Supply Officer	Captain Waino E. Arvo, Jr.
Information	Captain John B. Kneen
First Sergeant	SMSgt Harry E. Ray

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APPENDIX II

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COMBAT MISSIONS	SORTIES	TIME	TYPE AND NO. ARS A/C LOST	NO. OF ARS MEN LOST, MIA, WIA	OBJECTIVES
1. 7-38-599	2	0+30	None	None	Medical Evacuation
2. 7-38-624	2	0+45	None	None	Air Crew Recovery
3. 7-38-640	1	0+15	None	None	Medical Evacuation
4. 7-38-641	1	0+10	None	None	Medical Evacuation
5. 7-38-642	6	5+40	None	None	Recovery of 8 US-C WIA
6. 7-38-648	3	1+20	None	None	Air Crew Recovery
7. 7-38-651	2	0+25	None	None	Medical Evacuation
8. 38ARS-1081	9	2+40	None	None	Air Crew Recovery
9. 7-38-668	3	1+35	None	None	Medical Evacuation
10. 7-38-669	6	1+30	None	None	Medical Evacuation
11. 7-38-670	1	0+30	None	None	Medical Evacuation/recovery
12. 7-38-671	2	0+40	None	None	Air Crew Recovery
13. 7-38-673	1	0+15	None	None	Airlift Drugs
14. 7-38-674	3	0+45	None	None	Air Crew Recovery
15. 7-38-675	1	0+15	None	None	Medical Evacuation
16. 7-38-676	1	1+05	None	None	Air Crew Recovery
17. 7-38-678	3	2+30	None	None	Medical Evacuation
18. 7-38-679	2	1+00	None	None	Medical Evacuation
19. 7-38-680	2	1+20	None	None	Air Crew Recovery
20. 7-38-681	2	3+40	None	None	Air Crew Recovery
21. 7-38-682	2	1+55	None	None	Air Crew Recovery
22. 7-38-683	2	1+05	None	None	Medical Evacuation
23. 38ARS-1220	1	0+10	None	None	Medical Evacuation
24. 7-38-684	1	0+30	None	None	Medical Evacuation
25. 7-38-685	1	0+15	None	None	Medical Evacuation
26. 7-38-686	1	0+30	None	None	Medical Evacuation
27. 7-38-687	1	0+10	None	None	Medical Evacuation
28. 7-38-688	1	0+25	None	None	Medical Evacuation
Totals:	28	63	11+55	None	

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APPENDIX III

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CLIMATOLOGICAL FACTS FOR DANANG (PREPARED BY 36TH WEATHER SQUAD, 1ST WEATHER WING)														
ELEMENT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YRS	HAT
TEMPERATURE (%)														
RECORD MAXIMUM	94	98	99	105	102	105	105	102	99	96	90	87	105	23
MEAN MAXIMUM	75	78	81	86	91	92	96	93	88	83	80	76	85	33
MEAN MONTHLY	69	72	77	80	83	85	86	84	82	79	76	75	79	28
MEAN MINIMUM	65	68	70	73	76	77	77	76	75	73	71	68	72	33
RECORD MINIMUM	52	58	59	62	71	72	71	70	68	63	56	56	52	23
MEAN RELATIVE HUMIDITY (%)	86	86	85	84	81	77	75	77	84	86	86	86	83	23
SURFACE WIND														
PREVAILING DIRECTION	N	E	E	E	E	E	E	E	N	N	N	N	13	
PREVAILING SPEED (KTS)	9	7	7	7	8	7	8	7	9	9	9	9	8	13
RECORD SPEED (KTS)	26	28	30	24	20	33	25	28	28	40	30	36	40	13
PRECIPITATION														
HIGHEST TOTAL (IN)	12.4	10.4	5.7	7.6	16.6	20.5	9.9	13.2	46.5	49.5	38.0	21.3	12.6	27
MEAN MONTHLY (IN)	4.2	1.8	0.9	1.3	2.6	2.8	2.8	4.7	15.7	23.5	15.1	8.7	8.9	27
LOWEST TOTAL (IN)	0.6	*	*	*	0	0.1	0.1	0.2	3.0	2.6	3.8	1.6	43.8	27
24-HR MAXIMUM (IN)	10.1	6.8	5.4	6.0	4.8	13.1	3.8	5.9	12.8	11.0	10.7	12.6	13.1	27
MEAN DAYS W/PRECIPITATION	14	8	4	5	8	8	8	12	13	22	20	19	141	27
MEAN DAYS W/THUNDERSTORMS	0	1	1	5	11	9	9	8	7	2	*	0	53	12
FLYING WEATHER (% OF TIME)														
<5000' & 5 MI	44	40	34	18	7	7	5	4	12	21	28	36	5	
<1500' & 3 MI	10	6	8	4	1	1	1	1	3	9	8	7	5	
<500' & 1 MI	2	2	2	1	*	*	*	*	1	1	1	1	5	

NOTE: * Less than .05 inches; Less than 1 day; Less than $\frac{1}{2}$ hr

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TEMPORARY DUTY ORDER—MILITARY <small>(If more space is required, continue on reverse, identifying items by number)</small>				DATE 11 Nov 65
1. GRADE 38 ADM		FROM: 38 CCO		1. INDIVIDUAL(S) W/ ON TDY AS SHOWN IN ITEMS 3 THROUGH 21.
2. NAME, GRADE AND TITLE OF ORDERS ISSUING OFFICIAL DONALD F. KAISCHNER, LT COL, USAF COMMANDER		3. SIGNATURE <i>Donald F. Kaischner</i>		4. PHONE NO 2313
5. GRADE MAJ	6. NAME (Last, first, middle initial, AFSN) CHARLES E. HAMRICK, FV1910381	7. ORGANIZATION Det 5, 38th ARS		8. SECURITY CLEARANCE TOP SECRET
9. EFFECTIVE ON OR ABOUT 11 Nov 65		10. APPROXIMATE NO. OF DAYS (Include travel time) 120		11. O DAILY
12. PURPOSE OF TDY To assume Command of Det 7, 38th ARS and coordinate with Base for arrival of HH-3C aircraft.		13. ITINERARY FROM: Det 5, 38 ARS, Udorn AB, TO: Thailand Det 7, 38 ARS, Da Nang AB RVN RETURN TO: Det 5, 38 ARS, Udorn AB, Thailand		14. VARIATIONS AUTHORIZED <input checked="" type="checkbox"/>
14. MODES OF TRANSPORTATION AUTHORIZED WITHIN CONUS A. <input type="checkbox"/> TPA. Travel time by most economical common carrier available (rail, bus or air) is days. Travel time in excess is charged to leave auth in Item 11.		B. <input type="checkbox"/> TPA. THIS MODE HAS BEEN DETERMINED MORE ADVANTAGEOUS TO THE GOVT.		C. <input type="checkbox"/> COMMERCIAL AIRCRAFT (First class accommodations)
15. TOTAL POUNDS BAGGAGE, INCLUDING EXCESS, AUTHORIZED EACH PERSON		16. APPROVED _____ PER AFR 05-14 FOR ALL NECESSARY TRAVEL EXPENSE INCLUDING \$ _____ FOR REGISTRATION AND/OR ADMISSION FEES		
17. NAME OF DESIGNATED OFFICIAL COURIER		18. AIR MOVEMENT DESIGNATOR ASSIGNED IS		
19. PROPER THEATER CLEARANCES HAVE BEEN OBTAINED				
20. MODES OF TRANSPORTATION AUTHORIZED FOR OVERSEAS TRAVEL				
A. <input checked="" type="checkbox"/> MILITARY AIRCRAFT	B. <input type="checkbox"/> COMMERCIAL AIRCRAFT	C. <input type="checkbox"/> COMMERCIAL AIRCRAFT (First class accommodations)	D. <input type="checkbox"/> COMMERCIAL AIRCRAFT (Also foreign registry when U.S. registry is not available), RAIL AND BUS WITHIN OS AREA	
21. a. Prior to travel overseas comply with the Foreign Clearance Guide for passports and immunization requirements. b. Return air movement designator will be obtained from the local area priority issuing agency. c. In the event of limited war or mobilization and you are traveling overseas, contact your HQ to determine the necessity for continuation of travel. In the event of general war or if the CONUS is attacked by a foreign military force while you are traveling report to the nearest AF installation as soon as possible.				
22. REMARKS DISBURSING OFFICER MAKING PAYMENT ON THIS ORDER WILL FORWARD ONE COPY OF PAID VOUCHER TO PACAFBASECOM (BDC-F) APO 96553, SAN FRANCISCO, CALIFORNIA.				
23. AUTHORITY AFM 35-11		24. DATE 11 Nov 65	25. SPECIAL ORDER NO. T-30	
26. DESIGNATION AND LOCATION OF HEADQUARTERS 38th Air Rescue Squadron AIR RESCUE SERVICE (MATS) APO San Francisco 96307		27. EXPENSES CHARGEABLE TO 5763400 306 6506 P458 2111 2131 2151 8668300		
		CUSTOMER IDENTIFICATION CODE 4 4 665 458F 662300		
28. TDN FOR THE COMMANDER				
29. DISTRIBUTION 2 RAF 1 ARS ARDAS 3 File 1 ARS ARBDC 20 Individual 5 PARC (DOARA) APO 96553 5 PACAFBASECOM (BDC-F) APO 96553		30. SIGNATURE ELEMENT OF ORDERS AUTHENTICATING OFFICIAL <i>E. A. Wilson Jr.</i> CWO, W-4, USAF Administrative Services Officer		

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SECOND AIR DIVISION (PACAF)
APO SAN FRANCISCO 96307

SPECIAL ORDER
G-288

17 November 1965

DP, each of the following is awarded the Air Medal for meritorious achievement while participating in sustained aerial flight during the period indicated:

LIEUTENANT COLONEL CHARLES E. DONEGAN, FR18283
(Second thru Fifth Oak Leaf Clusters)
10 May 1965 to 15 October 1965

LIEUTENANT COLONEL ALEXANDER J. KISSELBURGH JR., FR34700
(Sixth Oak Leaf Cluster)
12 July 1965 to 27 July 1965

LIEUTENANT COLONEL ELMER E. MCTAGGART, FR4874
(Fifth and Sixth Oak Leaf Clusters)
24 July 1965 to 21 October 1965

MAJOR RICHARD B. DAVIS, FV1856135
(First thru Fifth Oak Leaf Clusters)
24 June 1965 to 18 September 1965

MAJOR ROBERT E. HUBELI, FR23376
(Third and Fourth Oak Leaf Clusters)
16 June 1965 to 15 September 1965

MAJOR CHARLES E. GOODWIN, FR46152
(First thru Fifth Oak Leaf Cluster)
24 July 1965 to 12 October 1965

CAPTAIN VAN MUNN, FV3057015 (Sixth thru Tenth Oak Leaf Cluster)
4 July 1965 to 10 October 1965

CAPTAIN ALFRED A. PICINICH, FR30549
(Sixth and Seventh Oak Leaf Clusters)
26 May 1965 to 28 July 1965

FIRST LIEUTENANT HARRY R. ANDERSON, FV3145828
20 May 1965 to 3 September 1965

FIRST LIEUTENANT JACK L. BURGESS, FV3134471
20 May 1965 to 22 August 1965

FIRST LIEUTENANT BURTON W. CAMPBELL, FR70564
2 February 1965 to 6 June 1965

FIRST LIEUTENANT RICHARD E. FLANAGAN, FV3136369
20 May 1965 to 23 July 1965

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FIRST LIEUTENANT ROBERT V. HANNAH, FR73891
29 April 1965 to 16 June 1965

FIRST LIEUTENANT JERRY L. KAFFKA, FV3156763
20 May 1965 to 11 September 1965

FIRST LIEUTENANT ARTHUR F. MACHADO, FV3117051
13 August 1965 to 10 September 1965

FIRST LIEUTENANT STANLEY W. MCWILLIAMS, FV3107387
28 August 1965 to 21 September 1965

FIRST LIEUTENANT TIMOTHY G. SCHAFER, FV3155760
19 July 1965 to 22 October 1965

FIRST LIEUTENANT DAVID L. SIERSDALE, FV3145798
20 May 1965 to 17 September 1965

FIRST LIEUTENANT WALTER E. WILLIAMS III, FV3137993
20 May 1965 to 23 July 1965

FIRST LIEUTENANT JOHN D. WOLFE, FV3130666
11 August 1965 to 5 September 1965

SENIOR MASTER SERGEANT MARION E. NEAL, AF14263223
29 June 1965 to 29 September 1965

SENIOR MASTER SERGEANT HAROLD G. QUINLAN, AF20151029
8 July 1965 to 18 September 1965

MASTER SERGEANT NICK AMADOR, AF18252514
15 June 1965 to 12 October 1965

MASTER SERGEANT RUSSELL J. MORRISON, AF21295619 (1st CLC)
13 July 1965 to 13 August 1965

MASTER SERGEANT ROBERT A. PENN, AF16391256
10 June 1965 to 12 October 1965

TECHNICAL SERGEANT PATRICK A. BOWERS, AF12041452
31 August 1965 to 7 October 1965

TECHNICAL SERGEANT MORTON D. ELLIS, JR., AF13241385
(First Oak Leaf Cluster)
9 August 1964 to 10 October 1964

FOR THE COMMANDER

James A. Grimshaw
JAMES A. GRIMSHAW, JR., 1st Lt, USAF
Administrative Officer

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SECOND AIR DIVISION (FACAF)
APO SAN FRANCISCO 96307

SPECIAL ORDER
G-291

17 November 1965

DP, each of the following is awarded the Air Medal for meritorious achievement while participating in sustained aerial flight during the period indicated:

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COLONEL WILLIAM C. PLOTT, FR8929 (4th thru 8th OLC)
(3 March 1965 to 14 September 1965)

COLONEL WILLIAM G. PRICE, III, FR7802 (3d OLC)
(3 September 1965 to 12 October 1965)

MAJOR ALVIN H. DALLAS, FR41296 (16th thru 20th OLC)
(9 August 1965 to 20 September 1965)

MAJOR ROBERT E. GREEN, FR44373 (7th OLC)
(19 December 1964 to 18 May 1965)

MAJOR RONALD E. JOHNSON, FV1912226 (1st OLC)
(21 December 1964 to 17 May 1965)

MAJOR DAVID RODE, FR49488 (5th thru 10th OLC)
(19 January 1965 to 26 April 1965)

MAJOR KENNETH A. SCHUPPE, FR30446 (8th and 9th OLC)
(24 July 1965 to 26 September 1965)

MAJOR MICHAEL J. STEGER, FR18551 (7th thru 11th OLC)
(12 June 1965 to 30 September 1965)

CAPTAIN BERRELL J. ADAMS, JR., FV3102755
(2 May 1965 to 23 June 1965)

CAPTAIN DONALD W. AIKEN, FR25395 (6th and 7th OLC)
(5 August 1965 to 8 October 1965)

CAPTAIN DAVID R. ANTHONY, FV3116045
(8 August 1965 to 14 September 1965)

CAPTAIN ROBERT V. ARBUCKLE, FR30715 (1st thru 5th OLC)
(23 May 1965 to 6 November 1965)

CAPTAIN WAINO E. ARVO, JR., FV3050994
(14 September 1965 to 18 October 1965)

CAPTAIN JOHN C. ATKINSON, JR., FR61930 (1st OLC)
(21 July 1965 to 25 August 1965)

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CAPTAIN CLARENCE R. AUTERY, FR50221
(4 May 1965 to 25 June 1965)

CAPTAIN CLARENCE R. AUTERY, FR50221 (1st OLC)
(26 June 1965 to 8 August 1965)

CAPTAIN RICHARD C. BIDLACK, FV3039562 (2d and 3d OLC)
(26 April 1965 to 16 August 1965)

CAPTAIN WILLIAM H. BRANDP, FV3103148 (6th thru 10th OLC)
(25 July 1965 to 15 September 1965)

CAPTAIN HOWARD F. BRONSON, III, FR59148 (6th thru 10th OLC)
(31 July 1965 to 18 October 1965)

CAPTAIN HARRY E. BUNGARD, FV3026860 (1st thru 5th OLC)
(16 August 1964 to 27 September 1965)

CAPTAIN SIDNEY CHERNIN, FV3018025 (1st and 2d OLC)
(29 December 1964 to 16 June 1965)

CAPTAIN JOHN H. CHURCHWELL, FV3040050 (1st and 2d OLC)
(4 February 1965 to 26 July 1965)

CAPTAIN RICHARD A. FLEITZ, FV2212036 (1st OLC)
(9 January 1965 to 10 June 1965)

CAPTAIN LAWRENCE C. GRAY, FV3057175 (6th thru 10th OLC)
(24 May 1965 to 29 September 1965)

CAPTAIN BASIL D. GREGORIOS, FR62188 (8th OLC)
(13 August 1965 to 17 September 1965)

CAPTAIN MARVIN L. JONES, FR58502 (6th thru 10th OLC)
(19 June 1965 to 19 September 1965)

CAPTAIN JERRY D. LENTS, FV3065993 (2d and 3d OLC)
(27 May 1965 to 19 August 1965)

CAPTAIN CARL B. LIGHT, FV3035345 (1st thru 5th OLC)
(30 March 1965 to 13 October 1965)

CAPTAIN ROBERT J. LINES, FR28061 (3d OLC)
(19 December 1964 to 30 May 1965)

FOR THE COMMANDER

James A. Grimes Jr.
JAMES A. GRIMES JR., 1st Lt, USAF
Administrative Officer

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UNIT HISTORY

Detachment 9, 38th Air Rescue Squadron

Pleiku Airfield, Vietnam

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UNIT HISTORY

1. Unit: Detachment 9, 38th Air Rescue Squadron.
2. Period of History: 1 October 1965 to 31 December 1965.
3. Station: Pleiku (Cu Hanh) Airfield, Pleiku, Vietnam.
4. Assignment: Operational control is vested in 2nd Air Air Division, located at Tan Son Nhut Airfield, Vietnam, and excercised through the II Corps Direct Air Support Center and the 38th Air Rescue Squadron Joint Search and Rescue Center for Aircrew Recovery (ACR) Missions, and through the 6254th Combat Support Group, Pleiku Airfield, for Local Base Rescue (LBR) Missions. Administrative and logistical support is provided to some extent by the 6254th Combat Support Group.
5. Commander: Captain Richard R. Cowles, FV3035836.
6. Mission: Primary Mission is Aircrew Recovery (ACR) with a Secondary Mission of Local Base Rescue (LBR). The geographical area of operation involves a primary area encompassing 140 nautical mile radius of Pleiku Airfield and a secondary area consisting of territory adjacent to the primary area which does not encroach on area of responsibility of other Air Rescue Service units. Mission aircraft are two HH-43F helicopters.
7. Operations:
- a. Accomplishments:
- (1) The unit constructed a building from top to bottom utilizing only detachment personnel except for minor guidance, painting, and electrical work supplied by the Civil Engineer. The building consists of 1334 square feet of office space, supply and maintenance area, alert quarters and crew lounge. An unsurfaced area adjacent to the building has been surfaced and finishing work is being done on the building and area at time of this report.
- (2) The unit participated in 15 LBR scrambles, 3 ACR missions, and was alerted for 2 ACR missions which were subsequently canceled for various reasons. Particulars on the ACR missions are detailed in paragraph 7.e of this report.
- b. Problems:
- (1) Refueling the alert helicopters was a problem that was resolved during this period. The POL section possesses only one JP-4 tanker, which has no cab for transport. It was

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placed near the alert helicopter during periods when it was free from use in napalm mixing at the bomb dump. When JP-4 was needed, we had to move the Fire Suppression Kit and push the helicopter close enough to the tanker to refuel. That system was unsatisfactory for our operation and we obtained a portable 50 gallon per minute refueling and defueling rig with two accompanying 500 gallon bladders which eliminated the above problem. The bladders are positioned so as to allow for refueling on both helicopters without moving either the refueling rig or the helicopters.

(2) The ramp area was quite congested when our aircraft arrived and it required vigorous action to educate Vietnamese and American personnel on the hazards involved. An aggressive indoctrination was launched utilizing the daily bulletin, posters, warning signs, and briefings. The situation has been greatly improved but remains a constant safety consideration.

(3) Personnel problems have directly affected our mission. We had only one medic and two firemen assigned upon arrival. This eliminated night Fire Suppression capability due to crew rest difficulties. A base medic was utilized temporarily to relieve our one assigned medic for meals and every other night for crew rest purposes. However, he was removed from flying status and his services were lost to the unit. The one medic assigned was returned to the CONUS after aggravating a previous back injury during an Aircrew Recovery Mission. We are presently without a medic, but the host base flight surgeon is available and willing to accompany us if necessary. The two firemen assigned are trained in most aspects of medical emergency care applicable to the mission and in event of a mission where the flight surgeon is not available act as medics. We are expecting four additional firemen and one medic to arrive during the first half of January 1966. This will enable us to provide 24 hour a day fire suppression coverage in addition to the 24 hour a day Aircrew Recovery coverage we have provided since activation.

(4) Maintenance support has been a problem because the host base has no field Maintenance activity. Fortunately the Army helo section at Camp Holloway (located 3 miles south) has been extraordinarily cooperative and has shared not only engine and sheet metal specialists, but also engine parts. We feel that this is an outstanding example of inter-service cooperation.

c. Requirements:

(1) Communications requirements are being fulfilled now that completion of the detachment building is near. A PRC-41 radio has been installed in the new building, along with crash phone,

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regular phone line, and field phone lines to the GCI site and enlisted quarters. Alert klaxons and field lines to II Corps Direct Air Support Center and the tower and base operations have been requested.

(2) Office equipment almost completely lacking. The unit has one Diebold safe. All other equipment including desks, filing cabinets, etc is on order.

(3) Maintenance Technical Orders are lacking, particularly on the engine. These are on emergency requisition.

d. Plans:

(1) A new alert area was discussed with host base due to congestion problems. A possible area for use located on the west ramp has been discarded as unsatisfactory due to wing span of transport aircraft which utilize the base. The host base Commander has mentioned that possibly we may have to relocate in the future, but this will not be possible until the base provides suitable facilities and alert area. This will be a long range program, and no present plan for moving the detachment exists.

(2) PCS replacements for the unit are scheduled to report in from 25 January 1966 through 28 February 1966. The rotation of our present personnel (All TDY) will be staggered to provide maximum continuity of operation.

(3) A possibility exists of an additional HH-43B or HH-43F aircraft being assigned during 1966. This will depend on release of presently needed aircraft from other Southeast Asia units upon arrival of new rescue aircraft.

e. Operational Missions:

(1) Local Base Rescue missions were all precautionary orbits with all aircraft involved landing safely.

(2) Aircrew Recovery missions:

a. 28 November 1965: At 1342hrs the Base Operations crash phone rang with information that an F-4C had an engine fire and flameout. The primary crew was airborne in two minutes and the secondary crew in three minutes. A large column of smoke was seen approximately five miles north of the field. Survivors (two USAF) who had bailed out were located within 100 yards of each other. Both pilots were recovered safely; one by each helicopter.

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b. 7 December 1965: At 1002 hours II Corps Direct Air Support Center advised the unit that an F-4C had crashed north of Kontum with one parachute spotted. Alert crew scrambled at 1009 hours and coordinated headings and escort through GCI. An O-1E FAC aircraft which had been directing the objective on a bomb run at time of the crash was still orbiting scene and advised the HH-43F crew that no signals had been received, and one chute had been observed seconds before impact. Upon arrival at the site, and after two slow passes over the wreckage, the HH-43F attempted to lower the medic down the hoist to check on a chute that was spotted 15 yards south of the wreckage. Winds prevented the maneuver and the crew decided to let the medic off on a ridge above the site and let him work his way down to the wreckage, however this was unfeasible due to time and distance to the wreckage. Another hover attempt was made and was successful. The medic was lowered into the site using 200 feet of hoist, and confirmed one deceased in the parachute. It was impossible for the HH-43F to recover the remains and the next day an Army Special Forces ground party secured the area and recovered both bodies.

c. 14 December 1965: At 1000 hours GCI advised a B-57 had crashed 34 miles southwest. The alert crew scrambled at 1005 hours and upon arrival at the scene were informed that an Army helicopter had picked up the navigator in good condition but that there was no sign of the pilot. The medic was let down 80 feet into the crash, but the intense heat and fire from the wreckage prevented close examination. After recovering the medic, the HH-43F searched the area for half an hour with no results. Later that day when the wreckage had cooled the crew had returned to the site and recovered the pilot remains.

f. Training: Minimum flying training requirements for Aircrew Recovery units were received from our parent unit and are being complied with. Training flights were scheduled upon arrival of aircraft to check out each Rescue Crew Commander on the F model helicopter, particularly with respect to operation with the Fire Suppression Kit attached. This unit is located at an altitude of 2400 feet and the surrounding terrain goes up to 5000 feet. Helicopter operations are critical at the altitude, temperature, and helicopter gross weight at which we are operating. All Pilots have been given extensive training in high altitude helicopter operations and limitations. Extensive ground training in survival and personal equipment has been given.

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g. Equipment Procurement: At present there is no Base Equipment Management Office at Pleiku. Plans are in final stages for establishment of a HEMO in February 1966. Ordering of AGE and EAID items is done through host base supply. The unit has made full use of a limited Local Purchase ability at this station. In addition, some items of personal equipment are lacking and are on order. In spite of difficulties associated with a combat zone, outstanding supply assistance has been received from our parent unit and the host base.

h. Summary of Flying Activities:

COMBAT MISSIONS-(No ARS Aircraft lost, no ARS men lost, missing, wounded)

Missions	Sorties	Objective
1. 28 Nov 65	2	USAF F-4C Crew (2)
2. 7 Dec 65	2	USAF F-4C Crew (2)
3. 14 Dec 65	2	USAF B-57 Crew (2)

NON-COMBAT MISSIONS- None of historical significance.

8. Personnel: All personnel assigned to this unit during the period of this report were TDY from various Air Rescue Service local base rescue units in the CONUS. Key personnel were:

Capt Richard R. Cowles FV3035836	Commander	Det 16 WARC (Williams)
Capt William F. Clark FV3064668	Intelligence	Det 18 WARC (Webb)
Capt Leonard L. Hills FV3058585	Maintenance	Det 18 EARC (Thule)
Capt Glen L. McFarlane FR54892	Operations	Det 7 EARC (S-Johnson)
Capt C. S. Purviance FV3098172	Safety, Admin	Det 14 EARC (McDill)
1 Lt Curtis K. Bayer FR78526	Supply	Det 18 WARC (Webb)
2 Lt James E. McLain FV3156047	Safety, ISO	Det 12 WARC (George)
MSgt Carlton B. Gammons AF11239539	NCOIC	Det 8 EARC (M-Beach)

9. Equipment:

a. Mission Aircraft: 2 HH-43F Helicopters.

b. Special Mission Equipment:

(1) Forest penetrator seat (for personnel recovery by hoist through heavy foliage)

(2) 217 foot hoist cable.

(3) Fire Suppression Kit (for establishing rescue path through flames on burning aircraft-normally used within 15 nm of base.)

(4) Armor plating-800 lbs-(for protection of crew and vital portions of aircraft including engine, fuel system, etc).

(5) Auxiliary Fuel Tank. (1000 pound capacity)

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10. Remarks: The unit, consisting of TDY personnel from various LBR units in the United States, gathered on 27 October 1965 for M-16 training at Hamilton AFB, California. Briefings from Western Air Rescue Center were given on 27 October with M-16 training on 28 and 29 October. A special airlift was scheduled but did not materialize, and personnel were sent to Vietnam in increments on a space available basis. On arrival at Tan Son Nhut, our parent unit, 38th Air Rescue Squadron, informed us that due to airfield security, our operational activation would be delayed. For the next week the unit received briefings, gathered local purchase items, maintenance equipment, and forms and regulations. On 7 November 1965, a special airlift was arranged via C-130 and the personnel departed for Pleiku. Two HH-43F aircraft, one from Udorn and the other from Nakhon Phanom, Thailand, arrived on 25 November 1965. The aircraft were ferried utilizing detachment personnel augmented by two qualified pilots from Thailand units with HH-43F experience.

Since arrival at Pleiku, personnel of the unit have been involved in assuring that PCS replacements will be able to smoothly transition into the detachment. The unit was operational and capable of performing both primary and secondary mission on the day the aircraft arrived. This was due to ARS standardization procedures and the policies placed in effect by the unit. The validity of that statement is proven by the successful AircREW Recovery accomplished on 28 November 1965, three days after the aircraft arrived.

Personnel of the unit have also been involved in bringing the unit up to required levels in maintenance, supply, training, administration, operations and security. Though some items are not available, all within our power has been done to make the unit a smoothly functioning organization with emphasis on Personal Responsibility in Daily Effort.

11. Appendices and Documentation: All material has been covered in the main portion of this report. Documentation in the form of Special Orders designating the unit is not available at this station. Military Airlift Command Special Order Number G-123, 15 September 1965, activated the unit. The two attachments are a personnel roster and a copy of a letter sent to PCS replacements to acquaint them with the unit and the mission.

Charles S. Purviance
CHARLES S. PURVIANCE, Capt USAF
Unit Historian

2 Atch
1. Personnel Roster
2. Ltr, Unit Information

APPROVED:

R. Cowles
RICHARD R. COWLES, Capt USAF
Commander

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DET 9, 36TH AIR RESCUE SQUADRON APO SAN FRANCISCO 96295

1. Cowles, Richard R.	Capt FV3005836	Commander	Det 16, WARC Williams AFB
2. Mills, Leonard L.	Capt FV3050385	Maintenance	Det 18, EARC Thule AB
3. Clark, William F.	Capt FV2064668	Intelligence	Det 18, WARC Webb AFB
4. McFarlane, Glen L. (IP)	Capt FR54892	Operations	Det 7, EARC Seymour-Johnson
5. Purvis, Charles S.	Capt FV3092172	Admin, Safety	Det 14, EARC MacDill AFB
6. Bayer, Curtis K.	2Lt FR78526	Supply	Det 18, WARC Webb AFB
7. McLain, James E.	2Lt FV3156047	ISO, Security	Det 12, WARC George AFB
8. Gammie, Carlton B.	MSgt AF11239539	ECOIC	Det 3, EARC Myrtle Beach AFB
9. Brown, Thomas J. Jr.	TSGT AF13301651		HQ WARC Hamilton AFB
10. Johnson, Clifford L.	Sgt AF09293932	IM (F)	Det 16, WARC Williams AFB
11. Madden, Thomas E.	Sgt AF11304565	IM	Det 14, EARC MacDill AFB
12. Herrall, Jessie L.	A2C AF10704249	IM	Det 14, EARC MacDill AFB
13. Carter, Joseph M.	A2C AFL4743767	IM	Det 15, EARC Patrick AFB
14. Granstaff, Wendell D.	A2C AF14860573	IM	Det 6, EARC Andrews AFB
15. Pinnerstiel, Robert J.	A3C AF17694266	IM	Det 14, WARC Nellis AFB
16. McNeese, Richard L.	A3C AF18706194	IM	Det 2, WARC Cannon AFB
17. Stewart, Ronald G.	A3C AF18716720	IM	Det 2, WARC Cannon AFB
18. Sage, Terrell L.	A3C AF17670223	IM	Det 14, EARC MacDill AFB
19. Gilbert, Chester W. Jr.	A3C AF10665205	ING	Det 5, EARC Suffolk County
20. Mathies, Howard T.	A1C AF16193453	IM	20th Med-Cpt Homestead AFB *
21. Smith, Hubert E.	A1C AF14516794	RS	19th CFS Homestead AFB
22. Dayles, James W.	A1C AF14626168	RS	19th CFS Homestead AFB
23. Mullin, Tom D. Jr.	A3C AF14777625	Clerk	Det 25, EARC Patrick AFB

Note* Airman Mathies returned to CONUS 22 December due to aggravation of previous back injury.

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Detachment 9
38th Air Rescue Squadron (MATS)
UNITED STATES AIR FORCE
APO San Francisco, 96295

Dear 1/Lt Cardwell

This letter is being sent to your leave address as noted on copies of Special Orders received. We would like to tell you something of the unit you will be joining early next year and what you can expect in the way of facilities, climate, etc. Some of this information has no doubt reached you through other sources but we hope you will be able to find something of interest in this letter.

The personnel presently manning this unit (7 officers and 16 enlisted) are all TDY from various LBR units in the states. Most were volunteers. Though our main goal has been mission accomplishment, we have also taken extra care to insure that the unit will be well on its feet when you arrive. This does not mean, of course, that policies and procedures now in effect will not need to be changed by future requirements. That is to be expected in any unit doing its job. What it does mean, we feel, is that we are attempting in every facet of operation to set things up with you, our PCS replacements, in mind. The effectiveness of this attitude can best be judged by you after your arrival.

Detachment 9 is located at New Pleiku Airfield (Cu Hanh), in the central highlands of Vietnam, 200 miles north of Saigon. The province capital town of Pleiku is about 7 miles southwest and has a population of 27,000. The town appears quite small to Americans (most of us would guess only a 3,000 population based on size) and is often off-limits due to incidents which have occurred while Vietnamese units have been in town prior to going into the field. On occasion American personnel have been involved, so periodically the town is declared off-limits. Usual curfew is 2300 hours. There are four or five bars in town and a few tailor shops. Interesting little shops selling Vietnamese goods abound and prices are generally reasonable.

The II Corps Headquarters (II Corps area covers 4% of the geographical area of south Vietnam) is located 3 miles northwest, along with the 6254th Combat Support Group, our host unit, and the Military Assistance Command-Vietnam (MACV) compound. Also there is a US Army Airfield (Camp Holloway) 3 miles south and numerous Vietnamese units in the area, plus a US Army Special Forces Hq unit.

Our officer quarters are in the 6254th CSGp area of the MACV Compound, and we have the use of one building (#144) for officers. There will be ample space for all ten PCS officers in the building. It is a single story wooden frame building and each person has a separate bed (No double bunks). A maid comes with the building, and the monthly laundry charge is 300 piastres per person for cleaning and general laundry, with flight suits and fatigues 20 piastres extra apiece. (118 piastres = \$1.00 US). A latrine with modern facilities is closeby. Enlisted quarters are in "Tent City" which is located about a mile from the flight line between the MACV compound and the line. The buildings in use there are large tents with wooden sides and flooring. Maid service is also available and there is a centrally located latrine which has hot water and free washing and drying machines.

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Detachment 9 has a primary mission of AircREW Recovery (ACR) and a secondary mission of LBR. We have at present two HH-43F helicopters, with the possibility of gaining either another "F" or "B" model early next year. Primary differences between the B and F models are a larger T-11 engine, 800 lbs of armor plating, self sealing fuel tanks, auxiliary fuel tank, UHF-VHF-FM radios, and 218 ft of hoist cable.

The unit fills a large gap that has existed in ARS coverage in Vietnam. Our parent unit is the 38th Air Rescue Squadron, based at Tan Son Nhut Airfield, Saigon. The 38th was organized 1 July of this year out of a PARC detachment. Present Commander of the 38th is Colonel Arthur W. Beall, who is no doubt familiar to you as past IG of ARS and CARC Commander previous to that. The 38th has eleven detachments, both in and out of the country. The 38th standardization, safety, maintenance, supply, administration and operations sections and also a SAR center which controls both in and out-country missions.

We have had two ACR missions since the F models arrived 25 November. The first involved two saves on the crew of an F-4C that crashed 7 miles north of the field. The second was more tragic; the crew of another F-4C that crashed 49 miles north did not survive. Our alert crew that day investigated the crash site and determined that there were no survivors by lowering the medic down (using 200 ft of hoist!).

Our present personnel met at Hamilton AFB 27 October to attend M-16 rifle training for 2 days, and also received briefings from WARC. Though a special airlift was planned for us, it fell through and we drifted across to SEA in increments starting 30 October. When we arrived at Tan Son Nhut, the 38th informed us that airfield security at Pleiku would delay our activation. We stayed at Tan Son Nhut for a week and took advantage of the time to scrounge supplies, forms, etc to assist in setting up the unit. We also received intelligence briefings. We arrived together via C-130 on the 7th of November. The F models were not transferred until 25 November so we had those 2 weeks to prepare for them and get settled. We are just completing a unit building which was built from the bottom up by our enlisted personnel, including foundation, roofing, etc. It will have ample room for your operation and includes a bunk room for the alert crew. Up to now we have been utilizing a room in base operations for our office area. We are quite proud of this self-help building.

Base support is outstanding. The base commander, Colonel Bill E. Thompson, has been very helpful to us and is becoming "Rescue Oriented". The Flight Surgeon, Dr John A. Flood, has taken particular interest in supporting the unit.

Our present alert status is one crew on primary alert from 0700 hours thru 0700 hours the next day. They then have the morning off. They are replaced for show at 1100 and 1620 hours by a secondary alert crew who assumes primary alert the next day, and so on. No doubt your procedure will be somewhat modified considering more pilots and the possibility of an additional aircraft.

The base security problem mentioned above has been solved by Air Policemen who are stationed here now. The base has actually been in use for years but only recently was expanded including paving of runways, etc. The actual future status of the base, in regards to aircraft and units, is a question which comes up every day and no one can do more than think of a better rumor to add to the mill.

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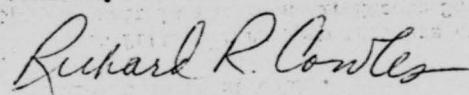
Security, as far as unfriendly forces are concerned, has not been a problem in recent months. The possibility does exist, however. You will no doubt be faced with the "old head" type of individual who mocks any seriousness in security awareness, but don't be led on by that attitude. We suggest maintaining an open mind and constant awareness as being the best bet. The area surrounding Pleiku for about 15 miles consists of rolling land, with very little brush. It is one of the most wide open areas in terms of countryside in Vietnam. Mountains rising to 6000 ft surround this "plateau", and the view is quite scenic. The thing you will appreciate most is the weather - it is beautiful. Not hot and sticky as in Saigon, but cool and brisk and just right. You'll need sweaters or flight jackets at night. Food is pretty good and at present there is a choice between eating in the Army or Air Force mess (officers). Enlisted personnel eat at the Air Force mess. The only BX available is usually out of everything except cigarettes and most toilet articles. It has a fantastic selection of cameras, but no magazines, air mail envelopes, lighter fuel, flints, etc. We have attached a list of suggested items to bring with you which should set you straight. A small photo developing store run by a Vietnamese offers quick and cheap photo finishing (black and white only). Also the compound has two barber shops, a tailor shop, and Officer, NCO and Airman Clubs.

One unusual aspect of this area other ARS units miss are the mountain tribes (called Montagnards by the French). These are generally aboriginal people and there are many different tribes spread throughout the central mountains of Vietnam. They are very superstitious and don't get along at all with the lowland Vietnamese. They are distinctive looking and you will have no trouble with them as they like Americans. However, there are certain rules for dealing with these people which you should be aware of and which will be passed to you on arrival.

Vietnam is a fascinating country, and generally we have discovered that if you make an attempt to understand the Vietnamese and not judge them by our standards, you will make your tour that much more worthwhile. Quite a few of us would extend (two have applied already) were it not for our families in the states.

We hope this letter and the attachment will answer most of your questions; if not feel free to write and ask us anything you are wondering about. If we do not know the answer, we will find out and let you know. We are looking forward to your arrival and are sure that you will enjoy Pleiku. We think this is the best ARS unit in the theater and in the best location. We have an exceptional group of personnel and I am proud to be their commander.

Sincerely



RICHARD R. COWLES, Capt, USAF
Commander

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Informational Listing

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PCS INFORMATION

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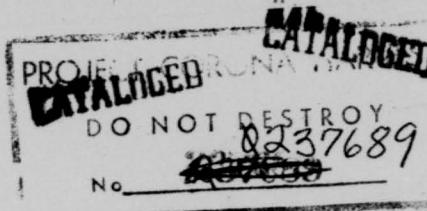
1. MAILING ADDRESS: Your address will be: GRADE-NAME-SERIAL NBR
Det 9, 38th Air Rescue Sq, Box _____
APO San Francisco 96295
- All letters mailed from Vietnam to the states or other APO's are free of postage. Packages still require postage. Bring a SMALL lock for mailbox.
2. Upon arrival at Tan Son Nhut Airport, Saigon, you will be met by processing personnel who will give briefings and also additional information concerning in-processing. If necessary to call the 38th Air Rescue Sq, their phone number is Air Division 4313.
3. Don't get caught at Travis with missing immunizations! In addition to Finance, Medical, Dental, Personnel, Supply, Training Records, bring your passport. You may need it on leave status. Apply for one if you don't have one. All ARS Officers should have or apply for Top Secret Clearance. Bring AF Form 538 (Supply), Form 5 (Flying Hours), Copy of AF Form 7 or 11 as applicable, Geneva Convention Card, GI License. Suggest you consult finance at your station prior to departure so that you have full knowledge of what your pay will be, including combat pay, separation allowance, etc. Officers will get \$200 a month taken off gross pay for income tax purposes. Enlisted will not be required to pay income tax for time spent in Vietnam. All flying personnel should bring two sets of flying boots, and paint their helmets with olive drab spray paint. In addition flying personnel should bring 4-5 sets of fatigues with ultramarine insignia. At least 3 sets must be long sleeved. Alert crews normally will wear fatigues. Suggest you have pockets added to legs and also pencil pocket on left sleeve. Have current set of ID Tags. They must be worn in Vietnam. Bring \$100 to \$400 in cash with you. This will be converted to MPC (scrip) upon arrival. Strongly suggest you keep itinerary including travel times enroute, etc. to aid you in filling out vouchers. Flying personnel should attempt to get a Pen-Gun flare kit, which are in short supply here. MAKE SURE YOUR DEPENDENTS UNDERSTAND BENEFIT PROGRAM. HAVE YOUR EMER DATA FORM UP TO DATE.
4. Bring with you three months supply of shaving equipment, hand soap, and envelopes for letters home. Buy 2-3 boxes laundry soap while in Saigon. Buy a transistor radio while in Saigon, if you desire. AFRS can be picked up here at Pleiku. Bring 2-3 sets of 1505s, and extra flight cap. Bring plenty of underwear and socks. Off-duty wear is normally short sleeved white shirts and dark slacks. Bring sweater or jacket for cool nights. Also bring towels and washcloths. An extra blanket is suggested. You can buy excellent cameras here at the BX. Bring 3 months supply deodorant and toothpaste and hair lotion. Bring one suit and tie for R&R trip. Flying personnel should get a small compass, and in fact, bring any personal survival kits they may have.
5. Here is a list of the PCS officers. This may not be firm, but is all we have available at this time. No word yet on enlisted PCS personnel:
Capt Dale R. Tyree Det 1 EARC Loring AFB XXX (believe all
Capt Lawrence F. Marcum HQ CARC Richards-Gebaur AFB XXX will attend
Capt David J. Frazier Det 14 EARC MacDill AFB survival
Capt C.F. Verneys school at
1 Lt D.C. Britton Clark AB
1 Lt M.E. Davis enroute)
1 Lt G.O. Tooley
1 Lt F.M. Bergold
1 Lt David R. Stevenson Det 16, EARC Homestead AFB
1 Lt Richard L. Cardwell Det 1 CARC Glasgow AFB
6. PLEASE FEEL FREE TO WRITE US IF YOU DESIRE ANY MORE INFORMATION:
WE ARE HERE TO SET THINGS UP FOR YOU, AND WILL BE GLAD TO HEAR FROM YOU!

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DEPARTMENT OF THE AIR FORCE
Det 10, 38th ARSQ (MAC)
APO San Francisco 96215

REPLY TO
ATTN OF: Capt Strayer/tdj/162

4 January 1966

SUBJECT: Unit History

TO: 38th ARSQ (68 Historian)
APO US FORCES 96307

1. Unit. Detachment 10, 38th Air Rescue Squadron.
2. Period of History. through 31 December 1965.

3. Station. Binh Thuy AB, Republic of Vietnam.

4. Assignment. Detachment 10 is assigned to the 38th Air Rescue Squadron for administration and supply support. The base commander is considered the operational control commander in accordance with AFR 55-18, however due to the peculiar circumstances concerning the mission in the IV Corps area, scrambles are initiated from IV Corps Direct Air Support Center (DASC) as well as the base crash net. The base itself belongs to the Vietnamese Air Force (VNAF) and the USAF part of it is just coming into its own as an organization. As a result it is assuming more and more of the logistical support so necessary to a helicopter detachment.

5. Commander. Captain Ervin L. Schaefer, FV2221942. Captain Schaefer assumed temporary command of the detachment when it was activated. He and his crews will be replaced by PCS personnel sometime in early 1966.

6. Mission. The detachment's primary mission is considered Aircrew Recovery (ACR) with Local Base Rescue (LBR), ie. fire suppression, as the secondary one. The geographical location of the unit is in the center of Vietnam's vast Mekong Delta, 70 nautical miles southwest of Saigon and only 110 miles North of the southern tip of the peninsula.

7. Operations.

a. Because the detachment became operational so late in the year (25 December 1965), no significant account of operations can be related at this time. Obviously there are many problems to be solved; most however result from the growing pains expected of any new organization.

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b. It follows that the detachment's flying activities were practically nil. The ferry flight of both aircraft to Binh Thuy is probably worth mentioning however. They left Udorn AB, Thailand, 22 December 1965. Their itinerary took them through Ubon AB, Thailand, over the pan handle of Laos into Pleiku and Tan Son Nhut AB, Vietnam. The only other missions flown were two precautionary orbit types on the last two days of the year.

8. Personnel.

- a. Captain Ervin L. Schaefer, Commander.
- b. Captain Jay M. Strayer, Operations Officer.
- c. Captain Wayne J. Wolf, Maintenance Officer.
- d. Captain Thomas M. Brennan, Supply Officer.
- e. 1st Lt Frederick T. Dykes, Administrative Officer.
- f. TSgt Garvie R. Setzer, Maintenance Superintendent.

9. Equipment.

- a. One HH-43B, S/N 59-1587.
- b. One HH-43F, S/N 62-4560.
- c. Two Fire Suppression Kits.

10. Remarks. Initial facilities assigned us have been grossly inadequate. They consist of an 8' X 35' trailer and one very well used pickup truck (on loan from IV DASC, not the base). Every section, ie. Operations, Maintenance, Administration and Alert are housed in this small area. A 20' X 60' two story building is presently being constructed and will be capable of housing our working sections. Target date of completion is 15 January 1966. A better alert vehicle is also anticipated.

11. Appendices. None.

12. Documentation. None.

Ervin L. Schaefer
ERVIN L. SCHAEFER
Captain, USAF
Commander

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
111

18 November 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command
of the 38th Air Rescue Squadron, effective this date, vice Lt Col DONALD
F. KARSCHNER, FR14149, relieved.

Arthur W. Beall
ARTHUR W. BEALL
Colonel, USAF
Commander

DISTRIBUTION
10 - 38th ARS
10 - 1360th ABG
1 - ARS (ARDAS)
1 - ARS (AREDC)
3 - 6250th Cmt Sup Gp
3 - 2nd Air Div
2 - PARC
3 - Each Det

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
101

16 October 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command
of the 38th Air Rescue Squadron, effective this date, vice Lt Col EDWARD
KRAFKA, FR6783, relieved.

Donald L Karschner

DONALD L KARSCHNER
Lt Col, USAF
Commander

DISTRIBUTION
10 - 38th ARS
10 - 1360th ABG
1 - ARS (ARDAS)
1 - ARS (ARBDC)
3 - 6250th Cmt Sup Gp
3 - 2nd Air Div
2 - PARC
3 - Each Det

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TEMPORARY DUTY ORDER—MILITARY <small>(If more space is required, continue on reverse, identifying items by number)</small>						DATE 11 Nov 65
TO: 38 ADM			FROM: 38 CCO			1. INDIVIDUAL(S) WP ON TDY AS SHOWN IN ITEMS 5 THROUGH 21.
2. TYPED NAME, GRADE AND TITLE OF ORDERS ISSUING OFFICIAL DONALD F. KARSCHNER, LT COL, USAF COMMANDER			3. SIGNATURE <i>Donald F. Karschner</i>			4. PHONE NO. 2313
5. GRADE MAJ	6. NAME (Last, first, middle initial, AFSN) CHARLES E. HAMRICK, FV1910381			7. ORGANIZATION Det 5, 38th ARS	8. SECURITY CLEARANCE TOP SECRET	
9. EFFECTIVE ON OR ABOUT 11 Nov 65			10. APPROXIMATE NO. OF DAYS (Include travel time) 120			11. O DDALV
12. PURPOSE OF TDY To assume Command of Det 7, 38th ARS and coordinate with Base for arrival of HH-3C aircraft.			13. ITINERARY FROM: Det 5, 38 ARS, Udorn AB, Thailand TO: Det 7, 38 ARS, Danang AB RVN RETURN TO: Det 5, 38 ARS, Udorn AB, Thailand			VARIATIONS AUTHORIZED
14. MODES OF TRANSPORTATION AUTHORIZED WITHIN CONUS A. <input type="checkbox"/> TPA. Travel time by most economical common carrier available (rail, bus or air) is days. Travel time in excess is charged to leave auth in Item 11.			B. <input type="checkbox"/> TPA. THIS MODE HAS BEEN DETERMINED MORE ADVANTAGEOUS TO THE GOVT.			C. <input type="checkbox"/> COMMERCIAL AIRCRAFT (First class accommodations)
15. _____ TOTAL POUNDS BAGGAGE, INCLUDING EXCESS, AUTHORIZED EACH PERSON			16. APPROVED _____ PER AFR 35-14 FOR ALL NECESSARY TRAVEL EXPENSE INCLUDING \$ _____ FOR REGISTRATION AND/OR ADMISSION FEES			(ITEMS 17 THROUGH 21 APPLY FOR OVERSEAS TRAVEL)
17. NAME OF DESIGNATED OFFICIAL COURIER			18. AIR MOVEMENT DESIGNATOR ASSIGNED IS			
19. PROPER THEATER CLEARANCES HAVE BEEN OBTAINED						
20. MODES OF TRANSPORTATION AUTHORIZED FOR OVERSEAS TRAVEL A. <input checked="" type="checkbox"/> MILITARY AIRCRAFT B. <input type="checkbox"/> COMMERCIAL AIRCRAFT C. <input type="checkbox"/> COMMERCIAL AIRCRAFT (First class accommodations) D. <input type="checkbox"/> COMMERCIAL AIRCRAFT (Also foreign registry when U.S. registry is not available). RAIL AND BUS WITHIN OS AREA						
21. a. Prior to travel overseas comply with the Foreign Clearance Guide for passports and immunization requirements. b. Return air movement designator will be obtained from the local area priority issuing agency. c. In the event of limited war or mobilization and you are traveling overseas, contact your Hq to determine the necessity for continuation of travel. In the event of general war or if the CONUS is attacked by a foreign military force while you are traveling, report to the nearest AF installation as soon as possible.						
22. REMARKS DISBURSING OFFICER MAKING PAYMENT ON THIS ORDER WILL FORWARD ONE COPY OF PAID VOUCHER TO PACAFBASECOM (BDC-F) APO 96553, SAN FRANCISCO, CALIFORNIA.						
23. AUTHORITY AFM 35-11			24. DATE 11 Nov 65	25. SPECIAL ORDER NO. T-30		
26. DESIGNATION AND LOCATION OF HEADQUARTERS 38th Air Rescue Squadron AIR RESCUE SERVICE (MATS) APO San Francisco 96307			27. EXPENSES CHARGEABLE TO 5763400 306 6506 P458 2111 2131 2151 S668300			
			CUSTOMER IDENTIFICATION CODE 4 4 665 458F 668300			
28. TDN FOR THE COMMANDER						
29. DISTRIBUTION 2 BAF 1 ARS ARDAS 3 File 1 ARS ARBDC 20 Individual 5 PARC (DOARA) APO 96553 5 PACAFBASECOM (BDC-F) APO 96553			30. SIGNATURE ELEMENT OF ORDERS AUTHENTICATING OFFICIAL <i>E. A. Wilson Jr.</i> CWO, W-4, USAF Administrative Services Officer			

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
106

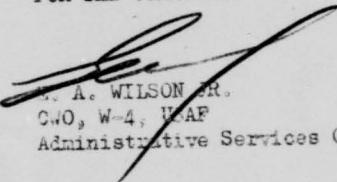
3 November 1965

1. So much of SO 71, this unit, 20 Aug 65, relating to the reassignment of 1ST LT JOSEPH P. PHILIAN III, FV75001, 38th Air Rescue Squadron, APO San Francisco 96307, with permanent duty sta Det 7, 38th Air Rescue Squadron, APO San Francisco 96337, as reads in Item #3 "1026C" is amended to read "102Z" and as reads in Item #7 "Eastern Air Rescue Center, MATS, Robins AFB, Ga., 31094 with permanent duty sta Det 8, Myrtle Beach AFB, South Carolina 29577" is amended to read "Eastern Air Rescue Center, MATS, Robins AFB, Ga., 31094 with permanent duty sta Det 15, Patrick AFB, Fla".

2. So much of SO 60, this unit, 18 Aug 65, relating to the reassignment of CAPT RAMON M. LEFLY, FV3850513, 38th Air Rescue Squadron, APO San Francisco 96307, with permanent duty sta Det 6, 38th Air Rescue Squadron, APO San Francisco 96337, as reads in Item #3 "1026C" is amended to read "102Z" and as reads in Item #7 "Eastern Air Rescue Center, MATS, Robins AFB, Ga., 31094 with permanent duty sta Det 14, McChord AFB, via 31094" is amended to read "Eastern Air Rescue Center, MATS, Robins AFB, Ga., 31094 with permanent duty sta Det 1, Patrick AFB, Fla".

3. CAPT LV G. GRAHAM, FV3033968, is designated as Detachment Commander of Det 7, 38th Air Rescue Squadron, APO San Francisco 96337, effective 20 Oct 65.

FOR THE COMMANDER


C. A. WILSON JR.
CWO, W-4, USAF
Administrative Services Officer

DISTRIBUTION
10 38th ARS
10 1360 ABG
5 Det 6, 38 ARS
10 Det 7, 38 ARS
5 EARC
40 Capt Lefevre
40 Lt Phelan
5 Capt Graham
5 Det 15, Patrick AFB, Fla

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
108

10 November 1965

1. Each of the following officers is designated as Detachment Commander of unit indicated. Effective this date.

Detachment 2, 38th Air Rescue Squadron, APO San Francisco 96273
CAPT EDWIN J. CHRISTY, FV2226948

Detachment 3, 38th Air Rescue Squadron, APO San Francisco 96304
CAPT HENRY P. FOGG, FR72104

Detachment 5, 38th Air Rescue Squadron, APO San Francisco 96237
MAJ BAYLOR R. HAYNES, FR43281

Detachment 6, 38th Air Rescue Squadron, APO San Francisco 96227
MAJ WILLIAM T. HAYES JR., FV1912224

Detachment 9, 38th Air Rescue Squadron, APO San Francisco 96295
CAPT RICHARD R. COWLES, FV3035836

Detachment Provisional First, 38th Air Rescue Squadron, APO San Francisco 96312
CAPT RICHARD C. PFADENHAUER, FV3036912

2. CAPT JEROME R. LUTTINGER, FV941787, is designated as Detachment Commander of Det 4, 38th Air Rescue Squadron, APO San Francisco 96233, effective this date, vice CAPT HAROLD D SALEM, FV3027257, relieved.

FOR THE COMMANDER


C. A. WILSON JR.
C/MO, W-4, USAF
Administrative Services Officer

DISTRIBUTION
5 Individual
10 38th ARS
10 1360 ABG
5 Each Det
1 ARS ARDAS
1 ARS ARBDC

ATTACH 5

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIR TRANSPORT SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER
G-131

7 October 1965

Detachment Provisional, First, 38 Air Rescue Sq, is designated and organized at Cam Ranh Bay AB, Vietnam, effective 10 Oct 65. Logistic support will be provided by installation where located. Personnel and equipment will be provided by Comdr, 38 Air Rescue Sq. Air Rescue Service will notify Hq MATS (MAXMO) upon completion of mission. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER

[Signature]
W. J. ATKINS, Colonel, USAF
Director of Administrative Services

DISTRIBUTION

- 1 - Hq USAF (AFCAS-5, AFICO, AFADS-1A)
- 3 - (AFMSG, AFOMO, AFOAPD,
 AFFMP, APPDC)
- 2 - Hq MATS (MAFOIH)
- 1 - (MAASG, MABAC, MABBU,
 MAXMOEO, MADASPD,
 MADASAM, MADASAD, MADASAS,
 MABDC, MABMA, MADASR,
 MAIIG, MAIIGSP, MAEDC,
 MAMDC, MAMLG, MAMME,
 MAMMEE, MAMSS, MAODC,
 MASJA, MAXPD, MAXWP,
 MAXIA)
- 3 - (MAMSSEP)
- 14 - (MAPEX)
- 10 - (MADASAO)
- 7 - (MAXMOR)
- 12 - (MAXMOP)
- 15 - AWSAS
- 30 - ARS
- 2 - WESTAF, EASTAF, APCS
- 5 - Det Prov, First, 38 Air Rescue Sq; 38 Air Rescue Sq; PACAF
- 2 - Comdr, Cam Ranh AB, Vietnam
- 2 - AU Library; AFLC (MCSEM, MCSDC);
 ARPC, 3800 York St, Denver, Colo
- 2 - Det 16, Det 15, Hq MATS
- 2 - 1405 Aeromed Trnsp Wg; 1254 Air Trnsp Wg (PER); 1707 Air Trnsp Wg; 1254 Air Trnsp Wg
- 1 - Res and Coord Sec, Ref Svc Br,
 MPRC, St Louis, Mo; Resident Auditor, Bldg 750, Scott AFB, Ill
- 5 - Det 36, Hq MATS

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, MILITARY AIR TRANSPORT SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER
G-123

15 September 1965

The following detachments of the 38 Air Rescue Sq are designated and organized at locations indicated, effective 1 Oct 65:

UNIT	LOCATION	MATS ADP CODE "6"
Det 9, 38 Air Rescue Sq	Pleiku Aprt, Vietnam	P4380900
Det 10, 38 Air Rescue Sq	Binh Thuy AB, Vietnam	P4381000

Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Detachments are funded by appropriation. Equipment will be authorized in accordance with AFM 67-1. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49.

Authority: AFM 26-2.

FOR THE COMMANDER

W. J. Atkins
W. J. ATKINS, Colonel, USAF
Director of Administrative Services

DISTRIBUTION	
5 - Pacific Air Rescue Center	1 - Hq USAF (AFCAS-5, AFIGO, AFADS-1A)
2 - AU Library	3 - (AFMSG, AFOMO, AFOAPD, AFPMP, AFPDC)
2 - AFLC (MCSEM, MCSDC)	2 - Hq MATS (MAFOIH)
2 - ARPC, 3800 York St, Denver, Colo	1 - (MAASG, MABAC, MABB, MAXMOE, MADASPD, MADASAM, MADASAD, MADASAS, MABDC, MABMA, MADASR, MAIIG, MAIIGSP, MAMCE, MAMDC, MAMILG, MAMME, MAMMEE, MAMSS, MAODC, MASJA, MAXPD, MAXWP, MAXIA)
2 - 1405 Aeromed Trnsp Wg; 1254 Air Trnsp Wg (PER); 1707 Air Trnsp Wg; 1254 Air Trnsp Wg	3 - (MAMSSEP)
1 - Res and Coord Sec, Ref Svc Br, MPRC, St Louis, Mo	14 - (MAPEX)
1 - Resident Auditor, Bldg 150 Scott AFB, Ill	10 - (MADASAO)
	7 - (MAXMOP, MAXMOR)
	15 - AWSAS
	30 - ARS
	2 - WESTAF, APCS, EASTAF
	5 - Each Detachment Concerned
	5 - Comdr, Each Base Concerned
	10 - PACAF

G-123
ATTACH 7
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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
129

22 December 1965

1. CAPT MAURICE G. KESSLER, FV3024099, is designated as Detachment Commander of Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, effective this date, vice MAJ WILLIAM T. HAYES JR., FV1912224.

2. The following officers Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, are designated Functional Check Flight Crews for HH-43F aircraft in position indicated. Authority: Para 7-9, AFM 66-1.

<u>Rank</u>	<u>Name</u>	<u>Position</u>
CAPT	HAROLD D. SALEM, FV3027257	P
CAPT	DALE L. POTTER, FV3069261	P
CAPT	MAURICE G. KESSLER, FV3024099	CP
CAPT	CHARLES P. NADLER, FR32161	CP
CAPT	EDWIN A. HENNINGSON, FV3039781	CP
CAPT	KARL G. KING, FV3103564	CP
CAPT	RAYMOND L. MURDEN, FV3087594	CP
CAPT	RONALD L. BACHMAN, FR66227	CP
3. The following officers and airmen Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, are assigned additional duties as indicated.		
CAPT CHARLES P. NADLER, FR32161	CAPT KARL G. KING, FV3103564	
Operations Officer	Security and Intelligence Officer	
CAPT EDWIN A. HENNINGSON, FV3039781	Top Secret Control Officer	
Personnel and Administrative Officer	Custodian of Registered and Classified Material	
Information Officer	Awards and Decorations Officer	
Unit Historian	Assistant Administrative Officer	
Records Management Officer	Physical Fitness Officer	
PRIDE Officer	SMSGT WILLIAM S. JOHNSON, AF19327290	
CAPT DALE L. POTTER, FV3069261	First Sergeant	
Unit Supply Officer	Unit Retention NCO	
Mobility Officer	1ST LT MARK C. SCHIBLER, FR77929	
Assistant Maintenance Officer	Assistant Training Officer	
Primary Censor	Assistant Intelligence Officer	

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SO 129, 38th Air Rescue Squadron, APO San Francisco 96307, 22 Dec 65
Continued

CAPT HAROLD D. SALEM, FV3027257

Maintenance Officer
Weight and Balance Officer
FOD Officer
Corrosion Control Officer
Vehicle Control Officer

CAPT RONALD L. BACHMAN, FR66227
Safety Officer
Unit Fire Marshall
Disaster Control Officer

CAPT RAYMOND L. MURDEN, FV3087594

Unit Training Officer
Flight Manuals Control Officer
Assistant Operations Officer

4. The following officers and airmen Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, are appointed members of the Unit Safety Council.

CAPT MAURICE G. KESSLER, FV3024099
CAPT RONALD L. BACHMAN, FR66227
CAPT HAROLD D. SALEM, FV3027257
CAPT CHARLES P. NADLER, FR32161
MSGT MAURICE R. PANTHER, AF16072661

Chairman
Safety Officer/Recorder
Maintenance
Operations
Safety NCO

5. The following officers and airmen Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, are appointed members of the Unit Standardization Board.

CAPT MAURICE G. KESSLER, FV3024099
CAPT CHARLES P. NADLER, FR32161
TSGT ALTON T. FINCHER, AF14413003
SSGT DAVID E. MILSTEN, AF19601684
TSGT KENNETH L. PERKINS, AF15466708

Chairman
Standardization Officer/Recorder
Maintenance
RS/FE
HM/FC

6. The following airmen Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, are designated duty as Corrosion Control Team.

MSGT MAURICE R. PANTHER, AF16072661, Team Chief SSGT WILLIAM D. COLE, AF11299819
SSGT LARRY G. VANCE, AF16605191 A1C LAWRENCE E. COOPER, AF14401785

7. SSGT DAVID E. MILSTEN, AF19601684, Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, is appointed additional duty as Physical Fitness NCO and Disaster Control NCO.

FOR THE COMMANDER

E. A. WILSON JR.
CWO, W-4, USAF
Administrative Services Officer

DISTRIBUTION
10 38th ARS 1 ARS ARDAS
10 1360th ABGp 1 ARS ARBDC
5 each Individual
5 Det 6, 38th ARS

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38th Aerospace Rescue and Recovery Squadron
AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
UNITED STATES AIR FORCE
APO San Francisco 96307

SPECIAL ORDER

18 January 1966

8

1. The following officers, Det 5, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96237, are designated as Rescue Co-Pilots for the CH-3C/HH-3C aircraft, DAFSC 1021Z, effective 4 October 1965.

CAPT FRANK A SCHMIDT, FV2227129
CAPT ERLING R. DRANGSTVEIT, FV3023172
CAPT WILLIAM R. UHL, FV3026353
CAPT CHARLES P. RUSH, FR69405
CAPT DONALD A. VAVRA, FR46470
CAPT DALE V. HARDY, FR74317
CAPT FRANCIS E. HENDRICKSON, FR69447
CAPT RAYMOND H. MATTHEWS, FV3009200

2. The following officers and airmen, Det 5, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96237, are designated Functional Check Flight crewmembers in positions indicated in the C/HH-3C aircraft, effective 4 October 1965.

CAPT JERRY W. JENNINGS, FV3037513	P
CAPT JAMES C. O'DELL, FV3038122	P
CAPT JAMES L. BUTERA, FR66926	P
CAPT NORMAN B. KAMHOOT, FR61288	P
CAPT EALAM L. STEARMAN, FR60210	P
TSGT DONALD J. JONES, AF18407990	FM
TSGT SPENCE C. HEYWOOD, AF19435977	FM
TSGT WILLIAM J. WARREN, AF14363083	FM
SSGT DONALD L. CHANCE, AF13404810	FM
SSGT BERKLEY E. NAUGLE, AF23997726	FM
SSGT JOE BARNES SR, AF14625952	FM
SSGT BERNARD D. LOUGHRY, AF12415672	FM
SSGT ROBERT J. WATSON, AF14470403	FM
SSGT THEODORE M. YOUNGBLOOD, AF17235041	FM
SSGT HAROLD R. SCHRADER, AF13335469	FM
SSGT WILLIAM R. GLADISH, AF14400894	FM

3. 1st Lt MARK C. SCHIBLER, FR77929, Det 3, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96304, is assigned additional duty as Unit Historian, vice CAPT EDWIN A. HENNINGSON, FV3039781.

4. TSGT PHILIP E. KELLY, AF13409515, Det 3, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96304, is designated as Non-rated Flight Examiner for Positions MT/I. AUTHORITY: Para 22-3, chapter 2, ARSM 55-1.

ATTCH 7

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